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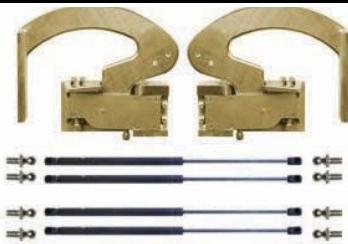
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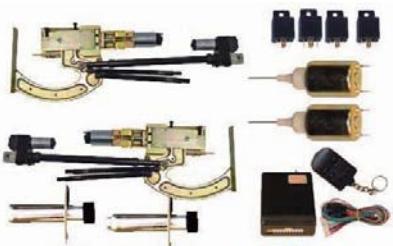
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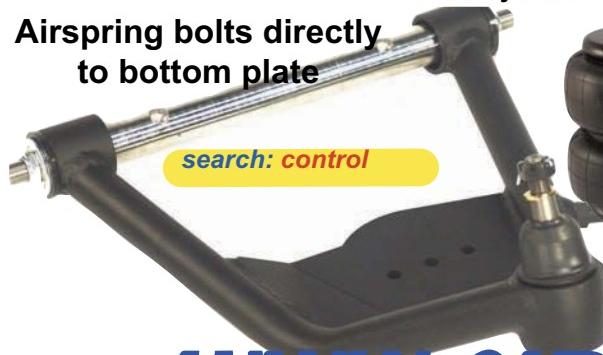
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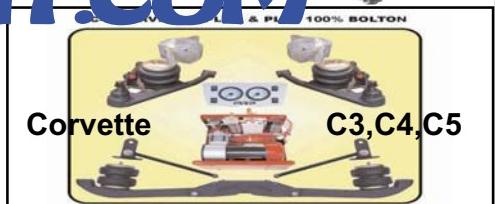
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ON THE COVER:

It's always great to hear about a kid paying his parents back for the sacrifices they've made. Bill Scarfe's son Tyler (with help from family) built this '52 Chevy 3100 for his dad as a thank you for everything his dad's done for him. Tyler cut no corners, and this truck has all of the latest in custom goodies and styling. Photo by John Mata Jr.

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Street Trucks

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BY KEVIN AGUILAR



THE ALL ENCOMPASSING CUSTOM TRUCK PUBLICATION

As of this very issue, *Street Trucks* magazine has been around for 16 years now. Though this isn't an anniversary that's usually celebrated, it's still a great time to reflect on the book, how it started and where it's going. Back in 1999 this magazine was created to serve all types of customs truck enthusiasts. The tagline under the logo on the cover had "The All Encompassing Custom Truck Publication" in bold letters to make sure there was no mistake that if you were into custom trucks, *Street Trucks* was for you.

When I saw this magazine for the first time, I was drawn to it because of the wild yet well built trucks on the cover. After opening *Street Trucks*, I was completely captivated by the many different ways that folks had customized their trucks. Since variety is the spice of life, there were plenty of top-notch rides for me to ogle. I was hooked and soon became a subscriber to ensure that I didn't miss a single thing that was going on in the truck scene.

I had a bone-stock Chevy S-10 at the time and wanted to learn more about modifying it by reading about what everyone else had done to theirs. Though checking out S-10s was the most interesting thing to me, I was intrigued by it all.

I majored in photography during college and the lens of my camera started to turn towards

trucks more than anything else. One thing led to another, and I started shooting and writing for several different magazine titles before getting hired full-time by another publishing company, before ultimately coming to work on my favorite magazine.

It has always been a dream of mine to go to shows across the country and help produce *Street Trucks*. I never thought I would be running the show as editor in chief, but it happened, and I strive to make the best custom truck magazine you can purchase. I know that this magazine is not my personal journal but a publication that's filled with everything you, the readers, want to see.

As we put together every issue, I do my best to return the favor by keeping the same variety in *Street Trucks* that I was drawn to initially. Yes, Chevy trucks are some of the more popular in the scene, but I know not everyone

wants to see or read about them. In most issues there are stories featuring lowered Chevys, Fords, Rams, mini-trucks, classics and even a lifted truck or two. It doesn't always work out exactly like this, but I do my best to keep things diverse.

Not only is there variety in the features, but there is diversity in tech stories as well. I know that not everyone wants to learn how to cut a truck to make it drag on the ground. There are those who want to lower a truck only a few inches to make it easy to drive on a daily basis, and then there are those who like to lift their trucks to make them look tough and drive them off-road.

I truly am a fan of variety, and this issue is proof of that. Many years ago I had my S-10 'bagged, and it's been quite exciting to roll close to the earth's surface. After finishing that build, I got a '62 GMC that has been subject to several mods shown in tech stories. My plan was to create a fast truck that's easy to get into and drive off. I also have an '07 Silverado Classic that I previously lowered in my driveway. Since I had two other trucks that sat low, I decided to lift the truck for some variety. With these trucks sitting together like this, the driveway to my house is an excellent representation of the mixture I try to put into every issue of *Street Trucks*.

Every truck has a purpose, and I can't stand when people look down on any particular kind of truck build. We all have different tastes, and we shouldn't rag on other people's visions. I see so much drama between lifted and lowered truck guys, when really, both truck styles have their own purpose, and we should all respect that. As you can see, I value various types of truck builds; so, you can count on *Street Trucks* to continue to be the "The All Encompassing Custom Truck Publication." **ST**

WHAT THE PROS USE



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C-10 BUILDER'S GUIDE THIRD EDITION

If you pick up the next issue of the *C-10 Builder's Guide*, you'll discover why the C-10 scene is catching fire. Watch as custom vets like Delmo build an old school, stylized LS engine and how a crew cab "CSST" can be built from a pile of parts. Crank it up with the hottest must-have performance products for your truck and learn what every enthusiast should have on their bucket-list build. How about shining up the engine compartment on a patina truck, or just looking at some beautiful rides? Meet Dreamsicle, the '72 Chevy restomod C-10, and the eight greatest game-changing trucks ever captured in photos. Builders like Joe Yezzi of Squarebody Syndicate explain their obsession for C-10s, and the most essential restoration tips are laid out bare for you to grab. If you want the trusted authority on C-10 pickups, keep an eye out for the *C-10 Builder's Guide* on newsstands now.



NEW VENTURE FOR DUSTIN DELEON

If you've wondered why you haven't spotted Dustin Deleon on any episodes of "Fast and Loud" lately, it's probably because the custom builder no longer works at Gas Monkey. Having flirted with the idea of opening his own shop for years, Deleon finally pulled the trigger when the high volume of builds he began producing on the side made it clear that it was time.

"I was at Gas Monkey for a little under two years," said Deleon about leaving. "They are excellent fabricators; we made amazing builds. I still suggest Gas Monkey to my friends if they want to be on television." But, getting to do his own thing ultimately led him to open Rev Limit Customs (Lubbock, Texas) and since then, business has skyrocketed. The builds have been getting better, too.

Deleon's current obsession is a sweet '75 Chevy C-20, which means it's a square-bodied, four-door, 2WD; however, Deleon is adding a Porterbuilt suspension, 22-inch intro eight-lug billet wheels and gutting the insides, opting instead for an LMM Duramax engine. That's right, he's putting a diesel in this old beauty, and when it's finished, Deleon plans to showcase it at SEMA. He believes it will be the build that puts Rev Limit Customs on the map.

Deleon also recently agreed to a friendly build-off with his pal, Humberto Ortiz, from Vulcan Specialties. Humberto intends on grabbing the win with a classic silver '85 Dodge with a Cummins engine inside. Who knows, maybe Deleon will win? Either way, with his new shop and builds, it sounds like things are running pretty smoothly for Deleon.



“DELEON FINALLY PULLED THE TRIGGER WHEN THE HIGH VOLUME OF BUILDS HE BEGAN PRODUCING ON THE SIDE MADE IT CLEAR THAT IT WAS TIME.”



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REBEL WITH A FUNCTION

The new 2015 Ram 1500 Rebel is clearly in the running for most advanced and efficient truck in the light-duty category. With the class-exclusive eight-speed automatic transmission (Torque Flite 8) and best-in-class fuel economy at 28 mpg with a 3L Eco Diesel V-6, the 1500 Rebel was designed to stand apart. Best-in-class towing capability of 30,000 pounds with Ram 3500 best-in-class torque at 865 lb-ft, allows the Ram to meet a range of needs and provide high levels of capability.

Among the most unique models found in mass production, the Rebel has departed from the brand's iconic "crosshair" design and now features an all-new grille with prominent billet silver "RAM" letter badge, complete with a new black off-road front



bumper design with a durable powder-coated surface, new front tow hooks and new LED fog lamps.

Resting on beefy 33-inch Toyo Open Country A/T all-terrain tires, which are mounted to the all-new 17-inch silver and black cast aluminum wheels, the Rebel takes advantage of exclusive air suspension system with a 1-inch factory suspension lift, which not only helps clear the 33-inch tires,



but it also contributes to best-in-class ground clearance of 10.3 inches.

Inside, the Rebel sports new interior colors and materials, including Radar Red and black seats with tire tread-matching pattern. The Ram 1500 Rebel is currently available in five colors, including: Granite Crystal Metallic, Bright Silver Metallic, Flame Red, Bright White and Brilliant Black. Both monotone and two-tone paint options are offered.

OOPS, WE HAD SOME ERRORS

Looks like there were some printing mistakes in the June issue of *Street Trucks*. In a feature titled "Blood, Sweat and Gears" the story abruptly concluded on page 51 without a definitive ending: "Pulling numbers like these, it's no wonder why trucks

like this are no..." It should have read: "Pulling numbers like these, it's no wonder why trucks like this are no longer mocked."

On page 116, the piece titled "Touch it Up" also ended without a concluding sentence. It reads better like this: "If you get stumped, make

the call to Automotive Touchup and get help before making a mistake. These folks are ready to show you how."

No, these were not intentional cliffhangers; so we hope this note answers any questions you may have had, and of course, thanks for reading.

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73-87 C10 TRUCK	\$199.99	04-08 FORD F150	\$274.99
88-98 GM TRUCK	\$189.99	83-97 NISSAN	\$199.99
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MORE APPLICATIONS AVAILABLE

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97-03 FORD F150 2" SHACKLE KIT	\$34.99
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LOWERING KITS

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The Eastwood Company

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Eastwood.com



Sometimes project trucks have damaged bed sides, which should come as no surprise because most of these trucks were used and abused. Though there are many replacement body parts that can be found for C-10s, short-bed fleetside bed sides for 1960–66 have not been available. After years of waiting, Classic Parts of America will soon carry reproductions of the originals. These are groundbreaking reproductions made from stamped steel with proper gauge and bends, just like the originals. Call or go online now to preorder and be one of the first to get your hands on them.

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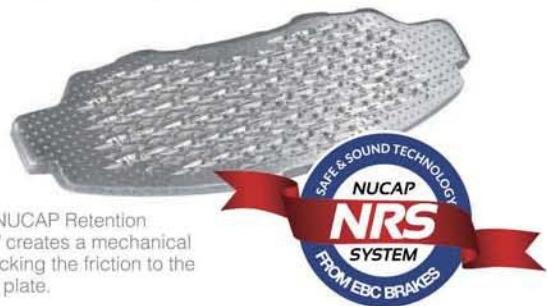
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Kit includes 100% British made ECO friendly quality high efficiency EBC brake pads fully tested and approved to meet or exceed all known standards plus premium Geomet corrosion resistant G3000 iron rotors of your pattern choice. Geomet is the NUMBER ONE brake rotor anti corrosion surface coating used by OEM builders (they use silver, we prefer black Geomet). Coating withstands severe salt spray tests for corrosion resistance.

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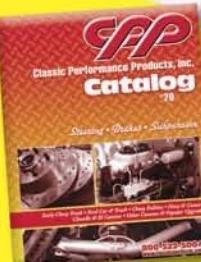
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Front - starting at \$1099/kit Rear - starting at \$699/kit Complete Kit - starting at \$1798/kit

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Sway bars reduce body roll and help control over
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BRACKETS

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Available in black or silver.

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14:1
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RATIO



Power Steering Boxes New Late Model Steering Technology for Your C-10 Classic Truck!

Experience the day and night difference when replacing your original box! CPP 500 Series™ boxes are 100% brand new units inside

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14:1
SPORT
RATIO



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Available C-10 1/2 ton trucks 1960-1987 using stock disc or Big Brakes. Also available with CPP brake packages.

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Enjoy the comfort and benefits of having an independent suspension system in your early vehicle. These kits come with crossmember, coil springs, spindles, performance brakes, gas shocks, upper & lower control arms, new power rack & pinion, 3/4" sway bar, forged hubs and our Big Bore™ calipers, plus mounting hardware.

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PATTERNS
AVAILABLE!

Complete Kit - starting at **\$1489/kit**
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NEW POWER RACK,
SWAY BAR AND
11-3/4" ROTOR
PERFORMANCE
BRAKES
INCLUDED!



DELUXE CHASSIS UPGRADE KIT

FEATURING: 1963-87
C-10 CHEVY TRUCK

This deluxe chassis kit allows you to finish off your frame and has the upgraded pieces that you're looking for. Kit includes: front and rear coil springs (your choice of front stock height, 1", 2" or 3" lowered and your choice of stock height, 3", 4" or 5" lowered rear) front and rear shocks, front and rear sway bars, front upper and lower Totally Tubular™ control arms, steering linkage kit (inner & outer tie rod ends, billet sleeves, idler arm and P/S pitman arm) 500 Series™ Power Steering Box (1963-66 kit also includes frame mount brackets for box), front shock support brackets, motor perches (small or big block), transmission cross member, drop center cross member, Totally Tubular™ trailing arms, rear tubular shock cross member, shock relocation kit, (.5", 1", 1.5" or 2") deluxe trac bar, lowering block kit, rear coil spring retainer kit and c-notch kit. Available in black or silver.

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FOR 1963-72
C-10's

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KICKIN' IT OFF WITH A BANG

TEXT AND PHOTOS BY MIKE SLADE

FIRST ANNUAL
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CAROLINA
NATIONALS



BOB BERTELSEN RAN HIS C-10 HARD ON THE AUTOCROSS COURSE.

For the last 22 years, Goodguys has been putting on its traveling car show at the Charlotte Motor Speedway. Since the show has been so successful, Goodguys finally decided to try hosting an event at the fairgrounds in Raleigh in the eastern part of North Carolina.

Raleigh is a unique place where three major interstates coalesce, I40, I85 and I95, so the number of cars that pass through the area is off the charts. Raleigh is also basketball central for the

Atlantic Coast Conference, with North Carolina State, Duke University and the University of North Carolina all sitting within 30 miles of each other. It's a prime spot to throw a car show, and it was exciting to hear that April 17-19 were the dates chosen to kick-off the annual event in 2015.

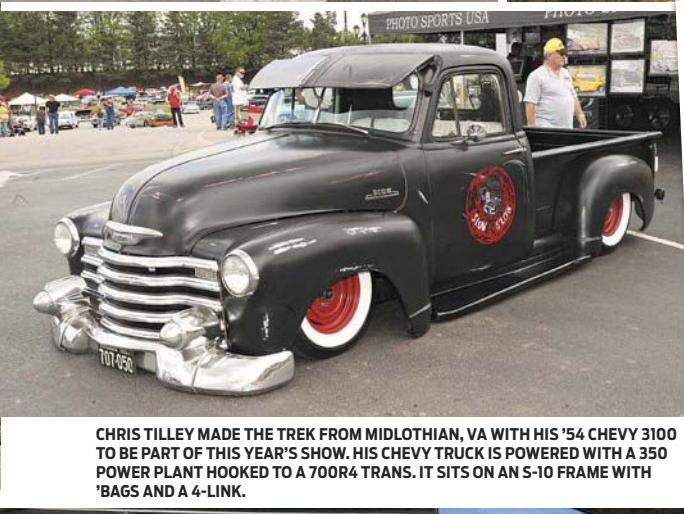
The North Carolina State Fairgrounds proved to be a perfect place to hold a car show, and the weather was outstanding, with sunshine and cool temps all three days. The centerpiece of the fairgrounds is the Dorton Arena with its winged roof. The indoor part of the car show was held inside the Dorton Arena; however, vendors had plenty of other neat-looking buildings to set up

shop in and BF Goodrich, Detroit Engineering and Comp Cams were in attendance among many others.

Bob Bertelsen from Columbus, Ohio and Rob MacGregor of NoLimit Engineering were on hand with their Chevy C-10s to do battle in the autocross in a big parking lot on the northwest side of the fairgrounds. The autocross quickly became a crowd favorite. The demolition derby held late Saturday afternoon also drew huge crowds. The show was a great success and will return next year bigger and better. Keep checking the Goodguys website (Goodguys.com) and mark your calendars for this must-see event. **ST**



MICKEY SHAW OF ASHBORO, NC BROUGHT OUT THIS CLEAN-LOOKING '59 VW SINGLE CAB WITH COLOR-MATCHING TRAILER.



CHRIS TILLEY MADE THE TREK FROM MIDLOTHIAN, VA WITH HIS '54 CHEVY 3100 TO BE PART OF THIS YEAR'S SHOW. HIS CHEVY TRUCK IS POWERED WITH A 350 POWER PLANT HOOKED TO A 700R4 TRANS. IT SITS ON AN S-10 FRAME WITH 'BAGS AND A 4-LINK.





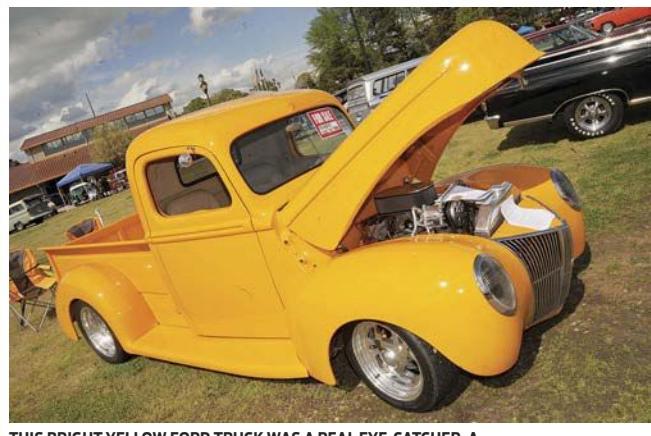
THIS GREAT-LOOKING BLUE '64 CHEVY TRUCK BELONGS TO KEN RADFORD OF SNOW HILL, NC. IT'S POWERED BY A 400 SMALL-BLOCK HOOKED TO A 700R4 TRANS.



THIS 4WD, '71 CHEVY BLAZER WAS A REAL STANDOUT WITH ITS ORANGE AND WHITE PAINT JOB.



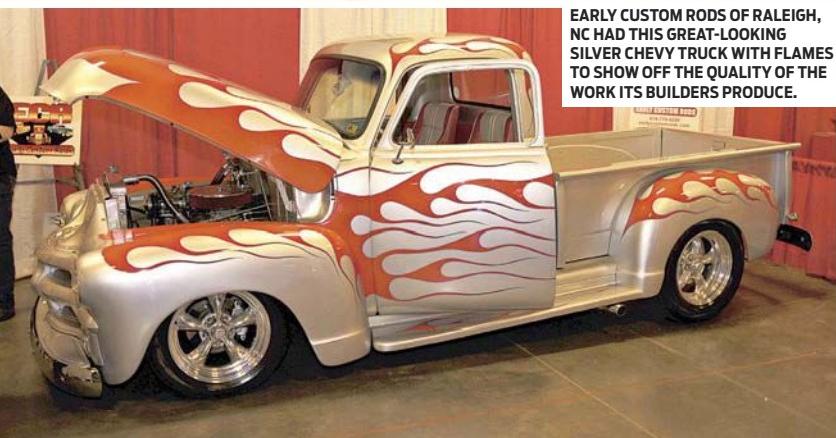
DORTON ARENA IS THE CENTERPIECE OF THE FAIRGROUNDS.



THIS BRIGHT YELLOW FORD TRUCK WAS A REAL EYE-CATCHER. A NASCAR-BUILT 355-CI ENGINE BANKING OUT 370 HP POWERS IT.



ROB MACGREGOR OF NO LIMIT ENGINEERING RAN HIS HIGHLY MODIFIED CHEVY C-10 ON THE AUTOCROSS COURSE.



EARLY CUSTOM RODS OF RALEIGH, NC HAD THIS GREAT-LOOKING SILVER CHEVY TRUCK WITH FLAMES TO SHOW OFF THE QUALITY OF THE WORK ITS BUILDERS PRODUCE.



THIS TRUCK HAD LOTS OF FEATURES LIKE A FORD 302 SMALL-BLOCK HOOKED TO A C-4 TRANS WITH FOUR-WHEEL DISC BRAKES ON BOYD WHEELS AND A CUSTOM LEATHER INTERIOR.



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LIVE ENTERTAINMENT KEPT THE CROWDS JUMPING ALL SATURDAY AFTERNOON.



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■ Every Queen Needs her own Chariot

TEXT BY MIKE ALEXANDER
PHOTOS BY DALE MARTIN



elite



WHETHER YOU'RE BUILDING A FENDER-DRAGGING CLASSIC OR A LIFTED HAULER, EVERY BUILDER KNOWS THE VALUE OF A WELL LAID PLAN AND A GOOD CONCEPT RENDERING TO KICK START THE PROJECT AND HELP GET EVERYONE ON THE SAME PAGE. For years, KEG Media has been at the top of the concept and design game spearheading some of the industry's best builds. They turn out hundreds of vehicle concepts for the SEMA Show every year, and this year, husband and wife team Robbie and Keena Bryant set out to make an even bigger impact by setting up a KEG Media booth to display their own custom builds for SEMA show-goers, including Keena's '14 Toyota Tundra build, Aphrodite, to really wow the crowds with something new and exciting.

Throughout the years, Robbie Bryant and the KEG Media crew have created some stellar builds, with crunch times resulting in the Bryants sacrificing downtime to finish builds. So, when Keena piped up about wanting to have her own SEMA build, Robbie couldn't resist. Keena knew she wanted to do the new Tundra, but in true KEG Media fashion this one would in no way resemble the one that rolled off the factory assembly line. With a handful of suggestions from Robbie and a unique sense of style set forth by Keena, the truck came together to be one of the baddest debut SEMA builds for 2014.

Going into the build, Keena knew exactly what she wanted: a modern Tundra with Addictive Desert Designs Honey Badger Series bumpers to start. The only problem was that the Honey Badger bumpers were not available for the ½-ton Toyota at the time. They put their heads together and with superior rendering skills on their side, KEG drew up a rendering of Keena's truck, filling in Honey Badger-esque bumpers



WITH THE BULLETPROOF 12-INCH LIFT UP FRONT, ATLAS 10-INCH LIFTED LEAF SPRINGS IN THE REAR AND ICON SHOCKS ALL THE WAY AROUND, THIS TUNDRA IS READY FOR ANYTHING THROWN ITS WAY.

TRUCK SPECS

OWNERS

Robbie & Keena Bryant
KEG Media
2014 Toyota Tundra
Fort Smith, AR

ENGINE:

- Stock Toyota Tundra 5.7L V-8
- S&B Filters cold air intake
- Doug Thorley ceramic coated long-tube headers
- MBRP exhaust and mufflers

SUSPENSION & CHASSIS:

- Bulletproof front suspension; 12-inch lift
- Bulletproof spindles
- Atlas rear suspension with 10-inch lifted leaf springs
- Bulletproof rear trac bars
- Front shocks: Icon Vehicle Dynamics coilovers with reservoirs
- Rear shocks: Icon Vehicle Dynamics shocks with reservoirs
- All suspension powder coated with Prismatic Powders Kingsport Gray Metallic
- RI Concepts brakes
- Performed By: Complete Customs

WHEELS & TIRES

- 20x14 Fuel Off-Road Nutz two-piece wheels; black/machined finish
- 38/13.5/20 and 38/15.5/20 Mickey Thompson Baja MTZs

BODY & PAINT

- RK Sport ram air hood
- Rigid Industries grille with LED bars
- Addictive Desert Designs Honey Badger Series front bumper with Rigid Industries LED bars
- Warn Industries Zeon 10S winch with synthetic cable, Factor 55 fairlead and flat link
- Addictive Desert Designs Honey Badger Series rear bumper with Rigid Industries lighting and Monster Hook rear recovery hook
- Addictive Desert Designs Honey Badger Series running board steps
- Addictive Desert Designs Venom chase rack with Rigid Industries LED light bars
- McNeil Racing fiberglass fenders and bed sides
- Scorpion bed liner with OR-FAB spare tire carrier
- Custom retro-fit Legit LED headlights
- Smoked taillights
- Rigid Industries Radius 54-inch roof mount LED bar
- HornBlasters train horns with Viair compressors
- Performed by: Complete Customs
- Avery Dennison Matte Lagoon Blue Metallic wrap, matte black graphic performed by BSG Wraps

INTERIOR & STEREO

- Black leather Roadwire seats with black suede bolsters, black perforated inserts and teal contrast stitching
- Custom-wrapped dash
- sPod custom switch panel
- Upholstery by: Roadwire Leather

SPECIAL THANKS FROM THE OWNER: "A huge thanks to Matt and Traci from Complete Customs of West Texas. Addictive Desert Designs. Josh from LEGIT LED. Shaun and the guys at Complete Customs in McKinney, TX. Tyler of BSG Wraps in Dallas. McNeil Racing, Bulletproof Suspension, Icon Vehicle Dynamics, Atlas Suspension, Ekstrom Designs, Prismatic Powders, Fuel Offroad, Mickey Thompson Tires, Avery Dennison, Roadwire Leather, Rigid Industries, RK Sport, Warn Industries, Factor 55, Monster Hooks, HornBlasters, OR-FAB, Scorpion Liners, Doug Thorley Headers, BullyDog, MBRP Exhaust, S&B Filters RI Concepts, my husband Robbie and the KEG Media team for helping bring this build to life, our kids and family, and everyone else who has supported us through the years."



where the factory ones once were. After seeing the rendering, Addictive Desert Designs signed on for the project, asking the couple to ship the Toyota to the company's Mesa, Arizona headquarters so that they could use the truck to create the bumpers from scratch.

Meanwhile, the couple moved forward with the build design, ultimately bringing McNeil Racing on board. Robbie sourced the fiberglass fenders and bed sides, giving the truck the modern, aggressive look that Keena was after. Additions like the RK Sport ram air hood, Rigid Industries





“THE COMPLETE CUSTOMS CREW IS RESPONSIBLE FOR GUIDING THIS BUILD THROUGH TO THE FINISH, AND THEY WENT TO TOWN ON A CUSTOM BULLETPROOF 12-INCH LIFT IN THE FRONT AND AN ATLAS 10-INCH LIFT IN THE REAR.”

grille with LED light bars, A.D.D. Venom chase rack and a Scorpion bed liner tucked under the OR-FAB spare tire carrier only added to the beastliness of the build. Another thing that was a must on Keena's wish-list was the color choice, which threw another curve ball into the build, since there aren't many matte teal wrap options out there. But ever the resourceful and determined couple, they finally found the perfect exterior finish in the form of Avery Dennison's Matte Lagoon Blue Metallic wrap.

With the exterior color choice made, the interior of the truck was designed to match by Roadwire Leather Interiors. Black leather seats with suede bolsters and perforated inserts give passengers a comfortable, body-hugging place to sit, while the custom Matte Lagoon Blue Metallic-wrapped dash and seat embroidery match the truck's exterior perfectly. Of course, we can't forget about the sPod switch panel tucked neatly where the sunglass holder used to be, which gives Keena access to all of the necessary switches while maintaining the sleek modern interior.

As Keena intended to drive her truck as much as show it, performance was also an important aspect of the build. Under the hood, the stock 5.7L V-8 tied to the factory automatic transmission is boosted a bit thanks to an S&B Filters cold air intake, Doug Thorley ceramic-coated long-tube headers and a full MBRP exhaust.

The Complete Customs crew is responsible for guiding this build through to the finish, and they went to town on a custom Bulletproof 12-inch lift in the front and an Atlas 10-inch lift

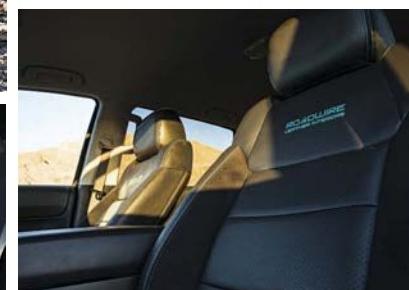


KEENA WANTED ADDICTIVE DESERT DESIGNS' HONEY BADGER SERIES BUMPERS ON HER TRUCK, BUT THE COMPANY WASN'T MAKING THEM YET. HAVE NO FEAR, A FEW RENDERING DESIGNS AND A SHIPPING TRUCK LATER AND THE FIRST SET WAS BORN.



THE TRUCK'S BLACK INTERIOR WITH TEAL DETAILS GIVES KEENA THAT PERFECT SLEEK, MODERN STYLE THAT SHE WAS AFTER WHILE MAINTAINING THE CUSTOM TASTES AND LOOK OF THE KEG BRAND.

IT'S NOT EVERYDAY THAT YOU SEE A 5-FOOT-TALL GAL HOPPING OUT OF ONE OF THE BADDEST LIFTED RIGS BUILT TO DATE. IT JUST GOES TO SHOW YOU THAT THE FAMILY THAT BUILDS TOGETHER STAYS TOGETHER."



in the rear. The rear track bars and front spindles also come from Bulletproof Suspension, while Icon Vehicle Dynamics shocks help keep the Fuel Off-Road wheels and 38-inch Mickey Thompson Baja MTZ tires on the ground at all four corners. Providing the truck with substantial stopping power are discs from RI Concepts.

A true top-notch SEMA build, this truck has gotten a ton of attention, and rightfully so. It's not everyday that you see a 5-foot-tall gal hopping out of one of the baddest lifted rigs built to date. It just goes to show you that the family that builds together stays together. Now that the custom bug has bitten Robbie's better half, we're sure that we'll see more builds with her name on the title this year as well. **ST**

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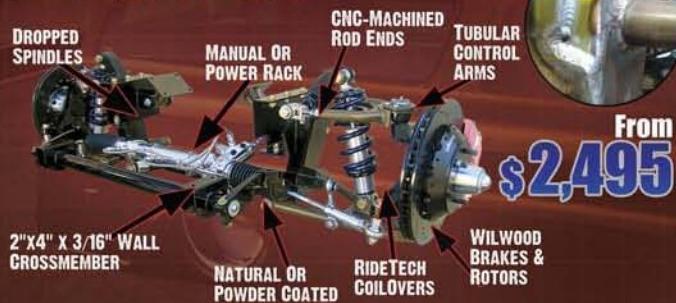


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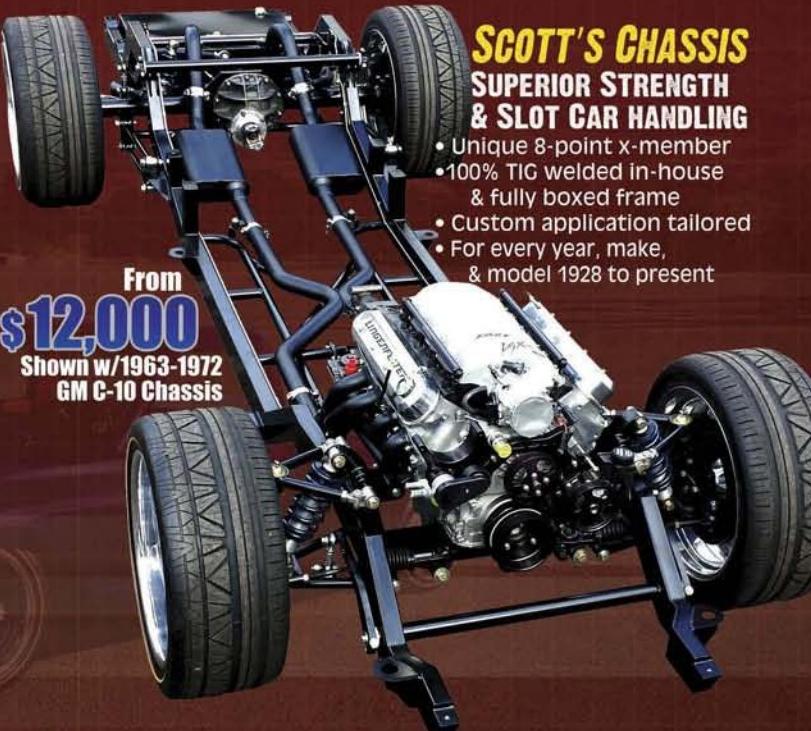
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THE GUARD

Get Out Another Thousand

TEXT AND PHOTOS BY KEVIN AGUILAR

“THOUGH THE TRUCK HAD BEEN SITTING FOR 20 YEARS OR SO, THE ORIGINAL 305-CI V-6 ENGINE FIRED UP AFTER GETTING FRESH FUEL AND A BATTERY.”



PATINA AND C-10S ARE TWO KEY CONCEPTS THAT ARE CREATING SOME BIG NOISE IN THE CUSTOM AUTOMOTIVE SCENE. One key player in the truck scene that may not seem familiar to new folks is Travis Pruis of CTP Concepts. For those who don't know, Travis used to work at IF Customs, a shop that was big in the truck scene in the early '00s. Back then IF Customs was popping out C-10s that were either body dropped or laying doors on the ground. Along the way a few other companies have developed newer products to replicate the style and IF Customs was left in the shadows. Travis opened up shop in Gardnerville, Nevada and has been cutting and grinding on trucks on his own since his time at IF.

Living in a rural area, he often comes across great finds. While cruising around town, Travis stumbled on this '64 GMC in a field. Since the truck is a ½-ton in decent shape with a short bed, it had potential. Travis knocked on the door and found out



TRUCK SPECS

OWNERS

Travis Pruis and Johnny Schickle
1964 GMC Pickup
Gardnerville, NV
Down to Earth

ENGINE

- Shop: Douglas Machine Shop
- 1964 305-ci V-6
- Factory exhaust with Flowmaster mufflers
- Three-speed manual transmission
- Factory rearend

SUSPENSION

- Shop: CTP Concepts
- Front clip of frame Z'd
- Control arms narrowed 1-inch
- CPP drop spindles, front disc brakes, master cylinder and brake booster
- Flaming River billet universal steering joints
- Rear step notch
- Custom 2-link with track bar
- Firestone airbags
- ½-inch GC valves
- Vialair compressors

WHEELS & TIRES

- 20x8 and 20x9 Detroit Steel Wheels
- 245/35R20 and 275/35R20 Accelera PHI

BODY & PAINT

- Factory paint buffed out
- CTP Concepts steel wheel tubs
- Raised wood bed floor with wood from Brothers Trucks and strips from Golden State Parts
- Factory rear wheel tubs raised and sectioned
- Front bumper and grille repainted
- Porterbuilt hood hinges
- Hood pinstriped by Travis Pruis

INTERIOR

- Factory bench seat covered in vinyl and cloth by Tawni Pratt of Tweeds Upholstery
- Golden State Parts carpet kit
- CTP Concepts gauge bezel with New Vintage Woodward series gauges

SPECIAL THANKS FROM THE OWNER: "Brunch and Golden State Parts for making those last minute part orders happen; Randy Pratt for mounting the wheels and tires; James Herr and Nick Purdy for always taking care of us at Summit Racing; Brad Clark of Wreckshop; our always supportive parents Mr. and Mrs. Pruis and Mr. and Mrs. Schickle; one of our mentors throughout the years, Mark McCaw, sorry we ruined another perfectly good truck, and to the future Mrs. Pruis for always being there and giving us some great ideas throughout the build. We appreciate each and every one of you."



that the owner got it from his dad who was the original owner. Not knowing what he had, the owner said he might sell it if Travis were to make an offer. Travis offered him \$800 and the truck was his. Though the truck had been sitting for 20 years or so, the original 305-ci V-6 engine fired up after getting fresh fuel and a battery.

Aside from living the dream of building trucks on a regular basis, Travis is also in the club Down to Earth.

If you're not familiar with the club, we can tell you that members have an obsession with ground-scraping trucks. Travis' close friend and fellow club member Johnny Schickle liked the GMC that Travis bought and decided to go in half on a budget build. They agreed on the deal and began the mission to get the GMC on the ground while it seemed like they needed to "get out another thousand" more often than planned.

Since the drivetrain worked decently, the majority of the work on this truck revolved around suspension mods. Though there are kits available to lay out these trucks, Travis and Johnny opted to Z the frame on the front. Then it was upgraded with drop spindles, disc brakes, a master cylinder and brake booster from Classic

THE 20-INCH DETROIT STEEL WHEELS LOOK MEAN TUCKED WELL UNDER THE FENDERS OF THIS OLD TRUCK.



A REPLACE-
MENT WOOD
BED FLOOR
WAS RAISED
ALONG WITH
THE
SECTIONED
WHEEL TUBS.



Performance Products (CPP). The control arms were narrowed 1 inch, and a set of Firestone airbags was fitted to the suspension in lieu of the coil springs.

On the rear, the frame was step notched enough to let the original rearend travel up high enough to lay the truck over the 20-inch Detroit Steel Wheels. A custom 2-link with track bar and another set of Firestone 'bags takes care of the suspension. Instead of cutting out the rotted wood bed floor, the whole thing was removed. Later, the two of them decided to add a raised wood bed floor and raise and section the factory wheel tubs. Under the hood, the stock inner fenders were removed, and a

THE STOCK INNER FENDERS SUPPORT THE FRONT SHEET METAL OF THESE TRUCKS. WHEN YOU TAKE THEM OUT, YOU LOSE MOST OF THE STRUCTURE. TO GAIN SUPPORT AND ALLOW THE WHEEL TO TUCK UP, A SET OF STEEL TUBS WAS FABRICATED.

“WHEN THE GMC IS TAKEN OUT ON THE TOWN, PEOPLE ARE MESMERIZED BY THE UNIQUE LOOK THAT HAS COME WITH YEARS OF NEGLECT.”





TO MOUNT THE NEW VINTAGE GAUGES, TRAVIS MADE THIS SLICK PANEL TO FIT ON THE DASH.



THE 'BAGGED FRONT CLIP WAS MODIFIED AND Z'D TO GET THE GMC TO LAY ON THE PAVEMENT.

set of custom steel wheel tubs was fabricated to cover the wheels.

On the inside, things were left relatively simple, and the truck was pretty bare from factory. Starting with the dash, the gauges were replaced with a set from New Vintage. Housing them is a bit difficult because there are only a few options on the market for classic GMCS of this era. Travis made his own gauge cluster and mounted it all in the dash. As for the rest of the interior, Tawni Pratt of Tweeds Upholstery recovered the factory bench seat in vinyl and cloth, while Travis installed black carpet from Golden State Parts.

For the body of the truck, the plan was to leave it alone since patina is hot in the scene right now. Travis and Johnny decided to see if the factory paint would buff to a shine. After testing out their method in one area, they buffed out the original paint to a high shine. To give the front end a little more shine, the bumper and grille were painted. When the GMC is taken out on the town, people are mesmerized by the unique look that has come with years of neglect. At least these two have extended the truck's life for a whole new generation to appreciate. **ST**

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Form and Function

**7-INCH CST LIFT
KIT FOR STREET
AND TRAIL**

There are several types of lift kits on the market, but it seems like the majority of them involve dropping down the factory suspension to create space for larger tires. Though this may be a good way to retain most of the factory suspension geometry, the stock components weren't designed to function in extreme off-road conditions. Also, drop-down brackets and large subframes limit clearance over obstacles.

Another alternative is to go with a long-travel setup that will gain plenty of suspension travel for a smooth ride and

maintain higher speeds through the rough stuff. This type of system is great for going off-road, but it can be a bit dangerous to use on streets. Long-travel suspensions are generally soft and can oftentimes be tough to control on paved surfaces.

If you really want the best of both worlds, street and off-road performance, we suggest a performance-style lift with replacement upper control arms and coil springs, lift spindles or a combo of both. A system like this will handle great on the street and perform decently off. This style of kit may not be the best on rugged terrain, but it will be a happy medium for a daily-driven truck.

To revamp our daily-driven '07 Chevrolet Silverado Classic, we turned to CST Performance Suspension for a sizeable lift. We wanted a dramatic change and planned to fit tires that were at least 33 inches tall. Though our truck is older, it has less than 80k miles on it and has been a reliable vehicle. Since prices for newer trucks are pretty steep, we decided to stick with what we already had. Since the truck was overdue for new tires and shocks, we figured we might as well change it up a bit while we were at it.

To get enough height to clear 33s, we ordered a complete 7-inch CST lift kit. This system includes spindles, upper

control arms with ball joints, coil springs, 4-inch fabricated rear blocks and a zinc-plated U-bolt kit. These parts combined create better steering geometry with minimal bump steer, regular tire wear and minimized ball joint problems. If that weren't enough, we also got a fair amount of ground clearance. We combined this with CST mono-tube shocks for a smooth ride.

Handling the tire section of our truck's transformation, we turned to Nitto because the new Terra Grappler G2 design has the latest features for our purpose. It's an all-terrain tire, meaning that it can handle both on- and off-road driving conditions. It's also an all-season tire that works well in dry and wet weather, commuting to work or towing a trailer.

The biggest update to this design over the previous version

is the all-new rubber compound that is said to slow down wear and increase tire life. The Terra Grappler G2 is the first all-terrain tire offering from Nitto to be backed up with a limited tread wear warranty, which provides coverage for 50,000 miles for LT metric and floatation sizes and 65,000 miles for hard metric sizes. There are also a few improvements like reinforced coupling joints to increase block edge rigidity, staggered shoulder lugs for additional bite off-road and new full-depth sipes to offer better traction as the tires wears.

Since we were already changing the look of the truck, we decided to accent it with a new set of wheels as well. To emphasize the new bold look of the lift, we turned to Black Rhino Wheels because the company has many rugged

styles. We picked out the Glamis wheel design in matte black finish. This is a clean, multi-spoke wheel that has a nice lip and heavy-duty stainless steel hex bolts. The Glamis wheels not only look nice in person, they were also engineered to support a truck's heavy load. All together, these components made for one beefy and functional Chevy.

Taking care of the labor, we hit up the talented folks at Industrial Motoring in Anaheim, California. The shop recently moved to a larger facility to make room to fit more customers' vehicles. The expert staff was more than capable of taking on the task, and after a full day's work, we were able to drive the truck. Check out the following steps to find out how this was accomplished. **ST**

SOURCES

- **Black Rhino Wheels**
800.479.8127
Blackrhinowheels.com
- **CST Performance Suspension**
951.571.0212
Cstsuspension.com
- **Industrial Motoring**
877.724.5538
Industrialmotoring.com
- **Jet Performance Products**
714.848.5515
Jetchip.com
- **Nitto**
Nittotire.com

►WHAT WE STARTED WITH



01 The subject for our lift was this '07 Chevrolet Silverado Classic crew cab. As you can see, the truck had a 2/4 drop, which meant that it took us a few extra steps to perform the lift.



02 Here is the CST Performance Suspension 7-inch lift (P/N CSK-C23-29). It comes with spindles, upper control arms with ball joints, coil springs, 4-inch fabricated rear blocks and zinc-plated U-bolt kit. We also combined it with (P/N CSR-1125 and CSR-2500) mono-tube shocks for a smooth ride.

►BREAKING DOWN THE FRONT



03 Getting started, the truck was put on a lift and the wheels were removed. Afterward, we disconnected the ABS sensor wires and unbolted the brake lines from the spindles and control arms.



04 Then we unbolted and removed the tie rods from the spindles.



05 With the steering disconnected, it was easier to access the caliper bolts for removal. The calipers were hung off the frame with wire to make sure we didn't add stress to the lines. Then the rotors were removed.

06 The sway bar was disconnected from the lower control arms like so.



07 The factory shocks were unbolted from the top and bottom before dropping out.



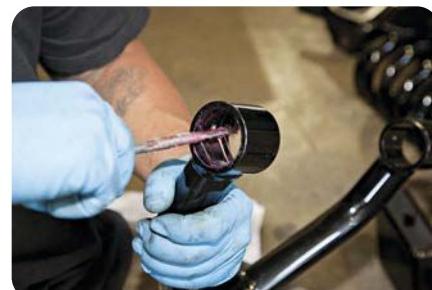
08 To remove the spindles, a jack was placed under the control arm as the castle nuts were loosened and a hammer was used to give them a few whacks to free them from the ball joints. If that doesn't work, you can also use a pickle fork to do the same. Once free, remove the castle nuts to take off the spindles.

09 A pry bar was used to remove the factory coil springs. Be careful during this step because the springs are under pressure and can pop out forcefully.

► INSTALLING THE FRONT KIT



10 First, the CST upper control arms were prepped by attaching the ball joints to them with the supplied hardware.



11 The arms were greased before the bushings and sleeves were pressed in.

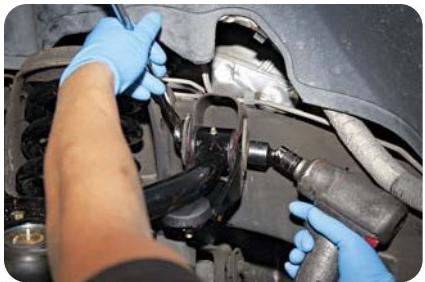


12 The cam bolts were unbolted to release the factory upper control arms from the frame.



13 The CST kit also comes with new stops for the control arms. You must cut off the factory one and drill a hole for the mounting bolt before they can be attached.

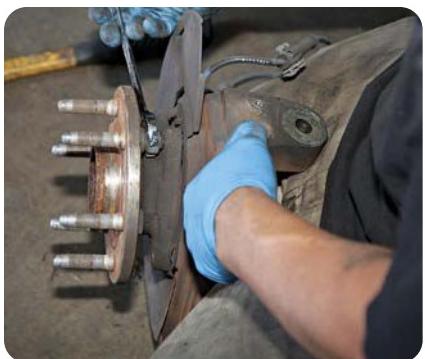




14 Then the CST arms were bolted to the frame using the factory cam bolts.



15 Before the new springs from CST were installed, the factory rubber mounts were placed on them. The springs were placed between the lower control arms and the spring pocket. A jack was used to pop them in place.



16 On stock applications, the hubs can be removed from the factory spindles by removing three bolts from the backside. Since we had dropped spindles, the two lowers were removed and the upper bolt was removed from the front.



17 The hubs were attached to the new spindles from the back with three factory bolts.

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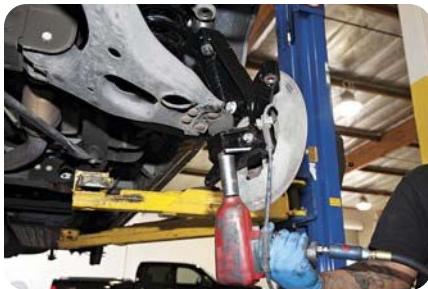
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18 Use the factory hardware with cotter pins to keep the CST spindles in place.

19 With the front suspension nearly wrapped up, the brakes were reinstalled.

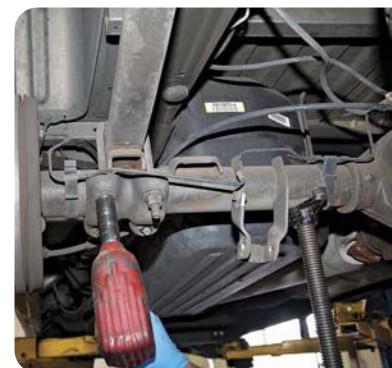


20 The brake lines were secured to the tabs on the new arms, and later the ASB sensor wires were reconnected.

21 Moving forward, the tie rods and sway bar were reattached.



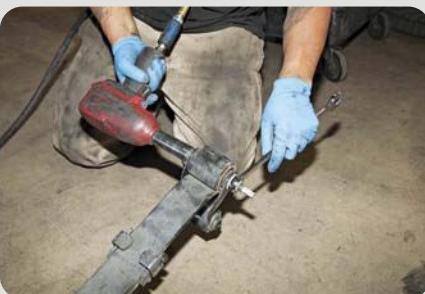
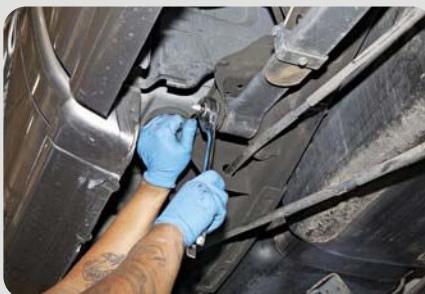
SETTING UP THE REAR



22 Next, the mono-tube shocks were bolted in place. Though these are optional, mono-tube shocks have dramatically better ride over twin-tube shocks because they are less prone to fatigue from heavy use. After the front was assembled, the included Zerk fittings were added to the ball joints and control arms so they could be properly greased.

23 The shocks were removed from the rearend.

24 The rearend was supported with a jack, the U-bolts were removed and the bracket was saved for reuse.



25 Because we had dropped leaf springs, the factory springs were swapped in along with the factory shackle. On crew cab trucks like this one, it can be difficult to remove the front bolt because the gas tank is in the way. The gas tank was supported and unbolted so it can be moved over to allow access to the front bolt on the driver's side.

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Bolt-On Watts Link

*Optional upgrade for the Cantilever
4-Link Rear Suspension

*Also Sold Separately



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member
System**

for Chevy C10

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26 The new rear blocks were placed between the leaf springs and the axle with the forward-facing ends on the bottom. The new U-bolts and stock bracket were placed and secured with the supplied nuts.



27 Lastly, the mono-tube shocks were installed on the rear in the factory location.

► NEW ROLLERS



28 The CST kit was designed for a 33.5-inch tall tire, and the LT305/65R18 size is a good match. We chose to go with Nitto Terra Grappler G2 all-terrain tires since this truck is mostly driven on the streets with occasional off-road use. They not only perform well, but they are also made with a new compound that allows for a limited tread wear warranty of 50,000 miles. We attached these tires to a set 18x9-inch Glamis wheels from Black Rhino. The wheels were engineered to hold up under the stresses associated with a truck like ours, and they have great style and a good-looking finish, too.



29 Terra Grappler G2 also has two different sidewall designs on each tire. One side is the blade design, and the thunderbolt pattern is on the other, giving you two different looks depending on which way you mount them.



30 The Black Rhino wheels came with a set of rings that must be placed on the center of the hubs. Then the wheels were added and secured with a new set of lug nuts.

31 Once the truck was placed back on the ground, the wheels were turned left and right to check for any indications of tire rubbing. The front bumper made contact with the tires, so it was trimmed with a blade.



32 Because we went with an increased OD tire size, the speedometer and odometer had to be recalibrated for accurate readings. We purchased a Jet Performance Products Performance Programmer (P/N 15016) years back for engine tuning. It also has the ability to reprogram the computer for different tire sizes. After following a few simple steps in the programming process, our truck's computer was recalibrated.

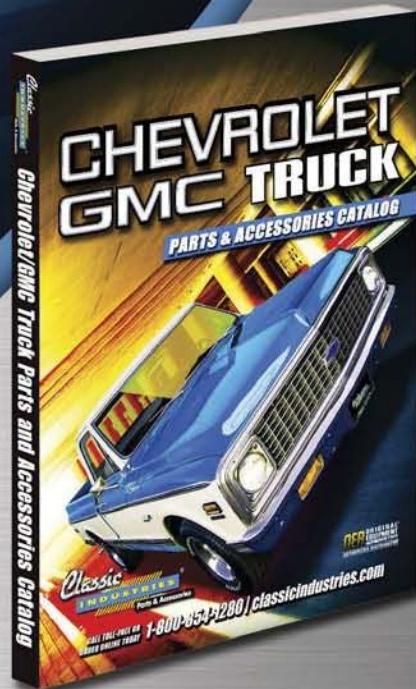
► THE FINAL TEST

33 After the truck was lifted at Industrial Motoring, we sent it to get a front end wheel alignment to help it function and prevent uneven tire wear. Then we drove the truck on the streets and took it on a trail to test it out. We were impressed with how it handled during on- and off-road driving conditions. There was minimal road noise on the street and plenty of traction in the dirt and mud. With these products combined, our truck has an aggressive look and is more versatile than ever before.



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Vicarious

■ Building With Someone Else's Hands

TEXT AND PHOTOS BY JOHN MATA JR.



WE'VE ALL BEEN IN THE POSITION OF OWING SOMEONE, WHETHER IT'S A FRIENDLY FAVOR BETWEEN PALS OR REPAYING A FAMILY MEMBER A FEW HUNDRED BUCKS AFTER A TIGHT

MONTH. Being in debt isn't usually the best place to be, but what are you gonna do? Sometimes relying on a helping hand is an absolute necessity, and that's all there is to it. But what do you do when you find yourself in over your head, and the debt you owe is simply impossible to repay? We're not talking about the kind of debt that sends you into hiding from a cartel or anything like that; we're talking about the type that you face after someone has made a lifetime's worth of truly selfless sacrifices for you without ever asking for a single thing in return. You can't put a price tag on that kind of stuff, and even if you were to offer some token of your appreciation, the person you owe would gracefully decline and tell you not to worry about it. In times like these, it may take some real creativity to give back at least a fraction of what has been given to you, but the effort will surely not go unappreciated.

Throughout the years, Bill Scarfe has tirelessly spent countless hours helping develop and launch HPI Customs, a high-end, full-service fabrication shop in Manitoba, Canada. Although the worth of his work getting the shop off of the ground was incalculable, the labor he invested didn't go





“THE LODGE WAS HIS LEGACY, SO HE UNDERSTOOD WHAT IT MEANT TO TYLER TO START HIS OWN BUSINESS AND HE DIDN’T ONCE HESITATE TO DO EVERYTHING IN HIS POWER TO HELP HIS SON REACH HIS GOAL.”

THE VINTAGE DASH HAS BEEN FULLY UPGRADED WITH DAKOTA DIGITAL VHX-1100 UNIVERSAL INSTRUMENT PANEL, PUSH-BUTTON START AND EVEN THE TRANSMISSION GEAR SELECTOR WAS SWAPPED FOR AN ULTRA MODERN MULTI-BUTTON CONTROLLER FROM POWERTRAIN CONTROL SOLUTIONS.

toward his own vision. It was his son Tyler who had the dream of operating an outfit capable of producing world-renowned and respected custom cars and trucks.

Bill's life's work has been running a resort, Jessica Lake Lodge, which he's successfully done for the past 65 years. He put his all into his place both financially and personally. Bill sold a fleet of custom cars he owned to fund the lodge and keep his family fed through the ups and downs of the business. The lodge was his legacy, so he understood what it meant to Tyler to start his own business, and he didn't once hesitate to do everything in his power to help his son reach his goal. Bill might not have considered his actions sacrifices, since he only wanted what was best for his family, but his grateful son saw nothing but selflessness, and he was determined to help make one of his dad's dreams come to fruition as a repayment of sorts.

“My dad is very much responsible for our growing success,” Tyler says. “From advice to mentoring to 3 a.m. thrashes on SEMA builds and giving up holidays to help transport and clean our show vehicles, he has been the driving force behind us, all while running his own business. He was





TECH SPECS

OWNER

Bill Scarfe
HPI Customs
1952 Chevy 3100
Beausejour, Manitoba, Canada

BUILDERS:

- HPI Customs engine, suspension, body
- Auto Resurrection paint and body
- Sew Fine Interiors interior and audio

ENGINE:

- 355-ci SBC V-8
- 600 hp/550 lbs-ft torque
- Chevy 4L85 Supermatic trans
- GMPP convertor
- Powertrain Control Solutions push-button shifter/paddle shifter
- Bear's Performance Products chrome-moly driveshaft
- Eagle crankshaft and rods
- Comp Cams camshaft
- Scorpion rockers
- Melling oil pump
- Keith Black pistons
- Missing Link Machine CNC'd valve covers
- Holley EFI
- MSD ignition
- Edlebrock cylinder heads, water pump, throttle body, Pro-Flo XT intake manifold
- Powermaster alternator
- Eddie Motorsports serpentine system
- AFCO radiator and cooling fans
- Energy Suspension motor mounts
- HPI custom charge pipes
- Vortech V3 supercharger
- American Autowire wire harness
- Rick's Tanks stainless steel gas tank
- Dynatech ceramic-coated headers
- Custom HPI 2.5-inch exhaust with Borla Pro XS mufflers

SUSPENSION:

- Front C4 Corvette IFS
- Speedway splined sway bar
- Custom cross member
- C4 aluminum spindles
- Independent Corvette C4 rear setup/AFCO coil-over converted
- AFCO Pro Touring control arms
- AFCO coil-overs
- Kore3 Z06 14.25-inch front and 14-inch read discs with master cylinder
- Hydratech braking system
- E-Stopp electric parking brake

WHEELS & TIRES:

- 18x8.5-inch and 19x10-inch Chevy 4L85 powder-coated black
- 255/40R18 and 285/35R19 Nitto Invo

BODY & PAINT:

- Matrix Systems Subaru Tangerine Orange Pearl
- Matte customs color highlights
- One-piece windshield by Sew Fine Interiors
- Modern flush fit glass
- 2-inch body drop
- Custom one-piece Goldenleaf Automotive hood
- Customized stock Chevy grille
- Handmade HPI lower sheet metal front valance, roll pan with exhaust detail, modified fenders, running boards
- Hagan gas filler
- Chevy C/K bed sides modified and shaved
- Custom bead rolled inner bed
- Color matched Raptor bed liner
- Chevy HHR LED taillights
- Oracle LED halo lights with HID lighting
- Handmade firewall and floors, integrated harness bar, fully functioning custom tailgate
- KinDigit Design door handles, modified with proximity lighting and electronically actuated bear claw latches

INTERIOR:

- Pontiac Bonneville seats
- English tanned leather wrapped upholstery with rhino inserts
- ACC Desert Tan carpet
- Handmade sheet metal dashboard
- CNC-machined insert by Missing Link Machine
- Dakota Digital Custom VHX gauges
- Flaming River steering column
- Eddie Motorsports steering wheel
- Missing Link Machine handles and switches
- Impact Racing seat belts
- Vintage Air A/C
- Custom door panels by Sew Fine

STEREO:

- MB Quart GMR-1 head unit
- MB Quart 6.5-inch component and coaxial speakers
- MB Quart low-profile 8-inch sub
- MB Quart Reference Mykro five-channel amp
- NVX Audio wiring
- Optima Red Top
- Quiet Ride insulation

SPECIAL THANKS FROM THE OWNER: "There were over 40 companies behind building this truck, and none of it would have happened without their generous support and the amazing crew at Vortech Superchargers. Help poured in from our local supporting businesses as well. Missing Link Machine performed all the one-off CNC-machined pieces for the truck; Sew Fine Interiors knocked the interior out of the park; Auto Resurrection did the bodywork and paint; Kolors Autobody Supply lined up the paint products, and Central Sandblasting performed the powder-coating services."

"WE WOULD KILL TO HAVE ALL OF THOSE CARS BACK, BUT HE DID WHAT HE HAD TO DO AT THE TIME, AND WE CAN NOW TRULY APPRECIATE JUST HOW MUCH HE GAVE UP TO PROVIDE FOR US."

never too busy or too tired to lend a hand, at least he never made it appear that way." Even though Bill had given up his most prized automotive possessions to invest in the family business, his taste for customs never left him. Tyler is quick to share how awesome his dad's collection once was. "We would kill to have all of those cars back, but he did what he had to do at the time, and we can now truly appreciate just how much he gave up to provide for us."

About 10 years ago, Bill did buy himself a new toy, a '52 Chevy pickup, his dream truck. He started gathering parts for it and was ready to build it into something special, more special than any other vehicle he had ever owned. The truck was going to be his last big hurrah, and he embraced the build like none other.

Bill's family was glad to see him so excited about creating something for himself. With the shop up and running, and doing rather well, the resources were available to give the truck a good jumping off point. Unfortunately, an unforeseen force sidetracked Bill's plans.



Tyler told us how everything played out: "Soon after my dad started to collect some now-outdated products for his hot rod hauler project, he suffered a heart attack and endured a triple bypass surgery, which would ultimately be the start of his health decline. He knew right away that he would not likely see his dream truck completed. Severe arthritis had crippled his ability to work on his

HPI BEEFED UP THE CHEVY SMALL-BLOCK V-8 TO BE ABLE TO SMOKE ANY OTHER CAR OR TRUCK AT THE DRAG STRIP. FABRICATION POINTS ARE AT AN ALL-TIME HIGH HERE, AND THAT VORTECH V3 SUPERCHARGER IS TRULY THE CENTERPIECE OF THIS TRUCK'S POWER PLANT.

truck with his own hands, and his budget for the truck was now being channeled towards paying for the injections that were keeping him mobile. It was tough to see him in that position." Bill survived the ordeal, but he had come to grips with the fact that his truck build would go no further.

Bill might have given up on the project, but his family just couldn't; after all, he helped them when they needed him most,



SEW FINE INTERIORS COVERED PONTIAC BONNEVILLE SEATS IN ENGLISH TANNED LEATHER WITH RHINO INSERTS. CUSTOM DOOR PANELS, A PAINTED DASH AND IMPACT RACING HARNESSSES ALL ADD TO CREATE AN EXOTIC PRO-TOURING FEEL INSIDE THE CAB.



THE BED (OR "BOX" IN CANADIAN) IS COMPRISED OF C/K CHEVY BED SIDES THAT HAVE BEEN MODIFIED AND SHAVED. THE BED FLOOR HAS BEEN HAND FABRICATED, BEAD ROLLED AND SPRAY-LINED FOR OPTIMUM CLEANLINESS.



THE REMINGTON SERIES WHEELS BY BUDNIK HAVE BEEN POWDER-COATED STERLING BLACK TO OFFSET THE SUNNY ORANGE PAINT JOB. NITTO INVO RUBBER PROVIDES THE GROUND CONTACT.

and now it was their turn to step up to the plate for him. "Over the last two years, we slowly 'stole' all of my dad's parts and pieces he had accumulated that make up his truck. Some of them were 'needed for a customer's build' or 'sold' to help HPI accumulate new equipment. That's what we told him, and he agreed to donate his parts each and every time."

In reality, Bill's parts were being smuggled right from under his nose to a secret workspace where his truck was steadily coming together. His family wanted to create a customized token of their appreciation for everything he had given them throughout the years. "The cab that is now on the truck isn't the one my dad originally bought to build. We left that sitting at his place, so he wouldn't pick up on what we were up to. The best part about it all is that he actually thought we were trailering a Roadrunner to debut at SEMA last year [2014]. When he got into town, he was presented with the truck at the grand unveiling." The expression on Bill's face, and his reaction to the surprise must have been rewarding for everybody who contributed to the truck's creation. It's not everyday that you get to hand deliver someone's true slice of heaven on earth.

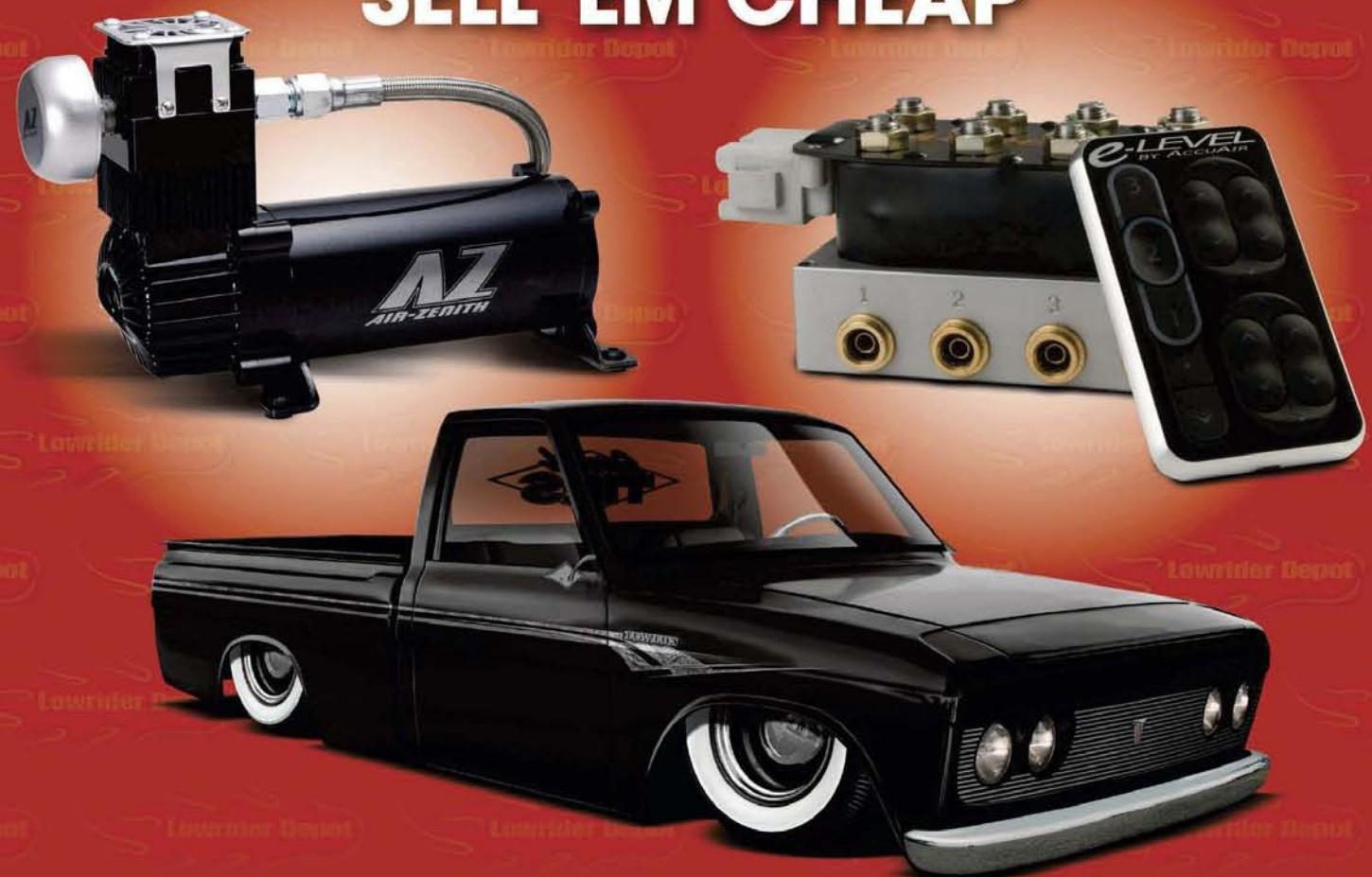
Tyler and his crew dubbed the truck "Vicarious" since they lived out Bill's vision for it

without his knowing. Bill's ideas were followed carefully and taken beyond the realm of anything he ever imagined for his ol' Chevy. Tyler admitted to us, "This truck has become incredibly special to us; of course, because it belongs to my dad, but I honestly feel that it is one of the nicest pieces we have ever produced. There are some truly unique design ideas that take it from a street rod-inspired build into the sphere of a modern Pro-touring rod—mainly the custom chassis, the Corvette C4 independent suspension, the hand-formed bed and wild supercharger setup. There is a lot more to it, but the truck has become such a great showpiece for everyone who jumped on board with us. And we can't even begin to thank them for pitching in and giving us the opportunity to give back to the man responsible for our success." **ST**

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ALTITUDE



ADJUSTMENT

Everything You Need to Dial in Your Suspension

COMPILED BY JOHN MATA JR.



THE OLD ADAGE, WHAT YOU SEE IS WHAT YOU GET, ISN'T REALLY APPLICABLE WHEN YOU'RE SHOPPING FOR A TRUCK (NEW OR USED). While kicking the tires and playing with all of the bells and whistles that come standard in the asking price, there's something that most dealers or private party sellers don't factor into the sale—potential. In your head, you've already imagined the truck you have your eye on in its future, modified form. Let's be real about it, that vision includes either a lowered or lifted suspension.

Changing up your truck's stance is the quickest way to set your ride apart from the sea of "normal-looking" pickups in the parking lot. These guys in their stock trucks may argue that altering the ride height will jeopardize usability and ride quality, but what do they know? When done right, with the correct combination of products, your truck could quite possibly outperform theirs in no time—all while looking better doing it.

Potential: some people see it and some people don't. Luckily, you're in the category of folks who appreciate the value of a well-rounded, customized truck. Go ahead, pat yourself on the back; you deserve some recognition. You're a member of an in-crowd that enjoys the finer, more fun things in life. And we all know that life is way too short to be driving a boring (stock) truck. Get the height you want with the help of the parts manufacturers featured on the following pages of this guide. They'll be more than happy to lend a hand unlocking the truck you're really searching for. **ST**

LOWERED

Drop kits and components will dramatically increase your truck's curb appeal while decreasing ride height. You'll notice better handling (due to a lower center of gravity) and an almost endless amount of manufacturers with products aimed at maintaining an excellent ride quality when riding low.



► 2014-PLUS FULL-SIZE GM TRUCK ADJUSTABLE DROP KIT

Belltech Sport Trucks has announced the release of its Complete Lowering Kit for the '14 Chevrolet Silverado crew cab/ext cab 2WD trucks. Each Belltech Complete Lowering Kit includes all of the required components to lower your vehicle properly in a one-kit purchase. The kit is designed to lower 3-4 inches in the front and 5-6 inches in the rear. Included with the kit are: drop spindles, alignment flip kit, Street Performance shock absorbers and pro coil springs. Alignment cams are included to bring your vehicle back to factory alignment specifications.

Belltech
559.875.0222
Belltech.com



► CPP TRAILING ARMS AND REAR SUSPENSION KIT

These 2-inch OD D.O.M. x .250 wall Totally Tubular trailing arms are some of the best quality, strongest on the market today. The heavy-duty round tube design weighs 50% less than other square tube versions out there, and best yet, the tube design handles torsional forces way better than the square design. Silver or black powder coat finishes are available, and to make the deal even sweeter, the trailing arms, as well as CPP's full C-10 rear suspension kit, utilize factory OEM hardware.

Classic Performance Products
866.593.2461
Classicperform.com



► DJM PLUS SUSPENSION PACKAGES

Everyone is always looking for a deal when it comes to truck parts. Sometimes you find one, and sometimes you don't. Well, the good folks at DJM are hoping to make it easier for you to find more bargains when building up your truck. The Plus Kits that the company offers now include a pair of Calmax upper control arms to an already complete combination of products. So let's say you order a 5/5 drop kit for your C-10 that comes with springs and lower arms. For a small extra fee, you can upgrade to a Plus Kit (indicated in the product description) and replace your truck's worn out upper arms as well for dirt cheap. When looking to pay less, make sure you look for the "+".

DJM Suspension
800.2.DROP.IT
Djmsuspension.com



► GLOBAL WEST 1963-72 C-10 TRUCK SUSPENSION

The system includes a tubular front cross member, tubular upper and lower arms, coil-over shocks and springs, steering knuckle arms and a front sway bar. The kit immediately lowers the vehicle more than 4 inches. Complementing the front suspension is a coil-over kit for the rear that includes rear swing arms, frame inserts, shocks, springs, upper cross member and a watts link.

Global West Suspension
877.470.2975
Globalwest.net



► CHASSIS TECH DROP SPINDLES

For years, Chassis Tech has been the go-to name for drop spindles that are a little hard to come by anywhere else. Looking to lift the front of your GM C-15, full-size Dodge, Ranger or Explorer? What about dropping a Dakota, Mitsu or Dodge D50? Well, you're in luck, because Chassis Tech carries these oddball spindles 365 days a year, along with the staples such as popular C-10 models as well.

Chassis Tech
800.842.8789
Airbagit.com

► 2015 GM SUV 2-INCH REAR LOWERING KIT WITH AIR RIDE

This 2-inch lowering system from Ground Force will lower the rear of a '15 GM SUV equipped with factory rear air ride. Included in the kit are 2 rear drop coils, rear air sensor relocation brackets and all hardware required to get the job done. Ground Force has proudly designed, engineered and manufactured this kit (just like all of its others) in the USA. Achieve an even stance front to back, and then pick out a nice set of wheels to complete the new height change—you'll be glad you did.

Ground Force
714.430.2068
Groundforce.com



► 2014-15 GM 1500 REAR 2-INCH LOWERING SHACKLE

The awesome thing about suspension systems is that there are always different solutions to any one given problem. Take the matter of leveling out a truck's uneven stock stance. The rear is raked higher than the front so the truck doesn't look like it's dragging its tail when hauling a load. But if your bed is hardly used to this capacity, you'll probably want to even out the ride height. Ground Force has a great solution with its 2-inch rear lowering shackle system. The kit is simple and comes with two powder-coated shackles with urethane bushings and pinion angle hardware.

Ground Force
714.430.2068
Groundforce.com



► 2015 GM 1500 TRUCK DROP KIT

Just bought a brand new '15 GM 1500 truck or SUV? Do you want to lower it? If you answered "yes" and "hell, yes" to these questions, then you need to check out this sweet drop kit from McGaughy's. Now, you do have a decision to make, but there is no wrong answer here. Would you rather go for a 2/4, 3/5 or 4/6 drop? You can drop your truck mildly or very noticeably with McGaughy's, but either way you decide to go, you'll be getting top-notch, quality parts, which make for an exceptional ride. Losing that fresh-from-the-factory, pillow-style suspension damper is usually the top concern when lowering a new truck. But rest assured, McGaughy's is sympathetic to this worry, which is why it has developed its products to ride like a dream.

McGaughy's Suspension
559.226.8196
Mcgaughys.com



► 1960-87 CHEVROLET C-10 BOLT-ON REVO

Until now you could only purchase Roadster Shop quality for your 1960-87 Chevrolet C-10 in the form of a complete chassis. The Roadster Shop has developed its popular Revo suspension design into a C-10-specific front suspension cross member and rear 4-link system that is engineered to bolt directly to your original frame. The Roadster Shop Revo suspension was developed with modern performance geometry to give the excellent handling, drivability, strength and the durability your C-10 deserves.

The Roadster Shop
847.949.7637
Roadstershop.com

► 1967-72 C-10 LOWERING COILS

Classic Performance Products offers an array of brake and suspension products and full kits for the iconic 1967-72 C-10 truck. Its front coil springs are designed to work with either a six-cylinder, small-block or a big-block V-8. Rear coils are also available, as well as shocks to complete the full CPP lowering kit, and to better serve your specific needs, standard and heavy-duty spring rates are available.

Summit Racing
800.230.3030
Summitracing.com



► TOYTEC BOSS 2007-15 TOYOTA TUNDRA FRONT COIL-OVERS

These awesome coil-over shocks are adjustable from a 0-3 inches front lift, although it is preset at 3 inches for maximum play right out of the box. The coil-overs offer unbeatable ride quality on or off-road, and no spring compressor is needed for installation. Front BOSS shocks feature a Heim lower bushing and heavy-duty $\frac{5}{8}$ -inch shaft. Coils are available in red (650-pound) or silver (700-pound) for the exact specifications you desire. These will fit 2007-plus 2WD and 4WD drive trucks as well as 2008-plus Sequoia models.

Toytector Lifts
866.254.0076.
Toytectorlifts.com



► 1988-98 CHEVY-GMC C1500 EXTENDED CAB DELUXE LOWERING KIT 4 INCHES FRONT/6 INCHES REAR

These trucks put sport trucks on the map back in the day, and aftermarket companies have had many years to perfect kits for them. Western Chassis is one that has developed a good working product for an excellent value. These kits give you an aggressive drop while maintaining a premium ride and OEM geometry.

Western Chassis
888.999.9139
Westernchassisinc.com

ROLLING CHASSIS

If you want to get the most performance out of your truck, slipping a new chassis under it is the best way to go. This holds especially true for classic trucks that have old, tired frames. Most of these systems come at a premium, but you get what you pay for. Looking to attack the track? If so, this will be the section for you.



► ADVANCED-DESIGN ENGINEERING 1947-55 GM ROLLING CHASSIS

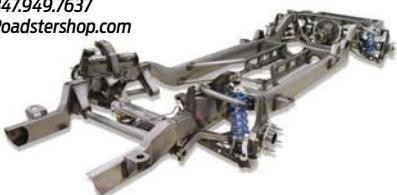
The way these guys see it, changing your truck's "underwear" is a necessity, especially when your truck is 60 years or older. Advanced-Design Engineering specializes in making frame swaps easy for 1947-55 first series GM truck body styles utilizing perfectly modified 1982-2003 S-10/S-15 truck frames. The company fabricates its parts using 3D modeling, which ensures the very best fitment and performance. Available add-ons include engine mounts that will accept SBC, BBC and LS model engines, as well as trans cross members that will allow for the combination of your choosing. Early model GM truck owners will rejoice once they discover the user friendliness of Advanced-Design Engineering's product design.

Advanced-Design Engineering
209.559.9360
Ad-engineering.com

► 1960-87 CHEVROLET C-10 FAST TRACK CHASSIS

The Roadster Shop Fast Track chassis is the pinnacle of performance for C-10 trucks. Available to fit all years from 1960-87, this chassis comes complete with all mounting provisions to bolt up to your factory body and components. Starting at \$15,995 with a four-bar rear suspension, or take it to the next level with the Fast Track IRS as shown.

*The Roadster Shop
847.949.7637
Roadstershop.com*



► SCOTT'S HOTRODS COMPLETE ROLLING CHASSIS

Need a new chassis for your 1948-87 GM truck? Need a completely custom chassis built from scratch? Whatever your frame situation may be, Scott's Hotrods can help. Its chassis are built with the same quality that goes into its front end kits that are 100% TIG welded. Each of its frames is designed with a unique eight-point cross member for bulletproof strength and ultimate handling. Scott's even throws in a lifetime warranty to back its craftsmanship (not that you'll need it). Whatever type of truck you're building, the guys at Scott's can fabricate a frame for it. It's really that simple.

*Scott's Hotrods
805.485.0382
Scottshotrods.com*

► 1967-72 C-10 EXTREME CHASSIS SYSTEM

Speedtech Performance, leaders in Muscle Car Pro-Touring suspensions, has taken on the task of producing one of the lowest-riding, best-handling truck suspension available. The new ExtReme C-10 chassis gives you that killer look while seriously making your truck handle like a modern performance car. What more could you ask for? Street cruiser to full race options are available.

*Speedtech Performance
435.628.4300
Speedtechperformance.com*



► ADJUSTABLE

For those who want it all, the only way to go is adjustable. Luckily, the world of adjustable suspension has become very finely tuned, and the components have become much more advanced (even from just a few years ago). Parts are far more expensive than static components, and the labor required is substantially greater, but nothing compares to having a laid-out truck.



► HYDRAULIC RIDE HEIGHT SYSTEM

Although air ride systems are ideal for lowering your car for a show, they have big deficiencies with inconsistent air and compromised handling performance. The state-of-the-art JRI Ride Height System uses a coil-over springs with a hydraulic weight jacker allowing for more consistent performance and ride quality.

*JRI Shocks
704.660.8346
Jrishocks.com*

► KP COMPONENTS LAYARM AIR SUSPENSION SYSTEM

Available for 1963-87 C-10, GM 1500 and S-10 applications, KP Components' LayArm front airbag system is the perfect way to lay your truck of choice. The kit comes complete with upper and lower control arms, 'bag mounts and steel shocks with mounts, and premium add-ons are readily available. Upgrade the kit with a set of brand-new 'bags, aluminum VariShocks, aftermarket drop spindles or KP anti-roll bars. When you want a fresh front-end kit with parts that were made to work together, this package from KP is where it's at.

*KP Components
888.388.0299
Kpcomponents.com*



► MICHIGAN METAL WORKS 2004-12 CHEVY COLORADO FRONT DROP KIT

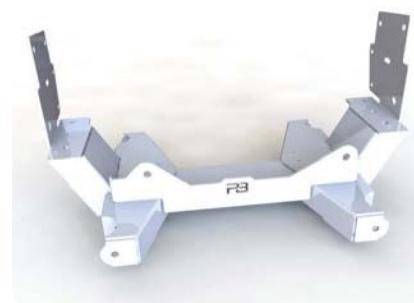
The Michigan Metal Works front-end package for the 2004-12 Chevy Colorado/GMC Canyon trucks consists of a fabricated 2-inch drop spindle with custom upper and lower control arms. The kit will allow your truck to lay on 22s with corrected camber and narrowed track width for easier daily driving. The control arms include all necessary bushings for installation, as well as lower 'bag mounts and shock mounts built in. The spindle is designed to accept OEM hub and rotor or can be configured to a five-lug conversion for a wider variety of wheel options.

*Michigan Metal Works
989.750.2689
Michiganmetalworks.com*

► PORTERBUILT FRONT DROPMEMBER VERSION 6.0

The original creator of the Dropmember design is back with an all-new version of its front kit, version 6.0. The front Dropmember 6.0 is included in some level 3 drop kits for classic GM trucks and is available as an upgrade for select makes and models. The Dropmember nicely replaces the factory cross member and steering system. Porterbuilt has built the Dropmember as a modular unit that bolts right into place. Achieve maximum drop while maintaining superior strength with Porterbuilt's latest Dropmember version.

*Porterbuilt Fabrication
480.297.2621
Pfbfab.com*



LEVELLED

Not everybody wants to go lower. On the other hand, not all guys are fans of going up either. In these cases, leveling kits are the best bet when reaching the desired ride height. Leveling kits are far simpler to install, and the results are less dramatic while still being noticeable.

CROWN SUSPENSION 2015 F-150 LEVELING KIT

Trucks have a funny stinkbug look to them when you stop and take a look. The rear suspension is usually at least 2 inches taller than the front to make up for the load you may or may not haul in the bed. Well, if you want to level out your truck's stance, there's a simple solution. Crown Suspension has made the process easy with its 2.5-inch lift strut spacers. They'll bump the front up to match the rear ride height, making the truck look taller and clearing enough room for 35-inch tires. There's no losing with these billet beauties.

Crown Suspension
714.671.9500
CrownSuspension.com



PRORYDE 2013-PLUS RAM HD2500/3500 FRONT LEVELING KIT

The guys at ProRYDE have dialed in the radius arm found on newer Dodge Ram HD2500/3500 suspension. This adjustable front leveling kit is the only patented coil spring lift design for this truck on the market—it goes from 1.5 to 2.5 inches and clears enough room for 35-inch tire/wheel combos. The steel components are black E-coated for a durable, lasting finish, and the kit doesn't require replacement of any original OEM equipment. You'll get the front height leveled out and still retain that cushy OR ride quality you love.

ProRYDE Suspension Systems
888.813.7933
Prorydeliftkits.com



LIFTED

There's nothing quite like mobbing the streets in a truck built like a tank. A taller ride height makes for a commanding point of view and the capability of fitting larger tires makes just about any terrain safe to travel over.



2014 DODGE 2500 10-12-INCH LIFT KIT

For those who want to make a statement when on the road, Full Throttle Suspension knows just how to do it. Its 2014 Dodge 2500 Kit will jack it up 10-12 inches, and better yet, the kit is a 100% bolt-on gig. A 4-link front suspension setup replaces the factory radius arms for a superior ride quality and travel. Matched track bar relocation with steering correction eliminates bumpsteer throughout the suspension cycle. A transfer case re-clocking ring and relocated trans cross member allows the use of the factory driveshaft without binding. Going big is definitely the name of the game with this kit.

Full Throttle Suspension
559.271.8685
Fullthrottlesuspension.com



1973-87 K5 BLAZER TERRAIN MASTER LIFT SHACKLES

Hellwig's Terrain Master lift shackles for the 1973-87 K5 Blazers and K10 pickups flips the shackle for an easy, inexpensive lift. There are multiple hole adjustments to allow either a 4- or 6-inch lift. Since this kit reuses the factory leaf springs, it keeps a stock-feeling ride, and the heavy-duty bearing and material will stand up to off-road use. Put a revitalizing high-step in your classic K5 or K10 with these easy-to-install shackles.

Hellwig Products Co.
559.734.7451
Hellwigproducts.com

ICON FORD RAPTOR RXT REAR KIT

The ICON 2010-14 Ford Raptor RXT Rear suspension system is the first of its kind. Simply bolting on the ICON RXT 3.0 bypass shock, user-adjustable rate leaf springs and hydraulic bumpstop system, you will gain 20% additional up travel and 30% additional down travel totaling 15 inches overall. This is the way you should be rollin' in your Raptor.

ICON Vehicle Dynamics
951.689.4266
Iconvehicledynamics.com



2007-15 GM 1500 2WD 7.5-INCH LIFT KIT

This 4.5-7.5-inch lift kit from MaxTrac Suspension is a simple bolt-on affair that requires absolutely no welding, cutting or grinding. The front lift consists of solid ductile iron 4.5-inch lift spindles, DOT-approved stainless braided brake lines and a 3-inch strut spacer. The rear portion of the kit includes 4-inch blocks with U-bolts, 1.5-inch lift shackles and a pair of Bilstein gas-charged shocks. Once installed, the kit will allow for up to 35x12.50-inch tires. The time to turn your Silverado into a street tank is now.

MaxTrac Suspension
877.929.3015
Maxtracsuspension.com



MCGAUGHEY'S DODGE RAM 2500/3500 4WD LIFT KIT

For more than 25 years now, McGaughys has been a staple in the name of static lowering components. From classic truck models to the newest of the new, McGaughy's can outfit your truck with just the right ride height. Its 2014 Dodge Ram 2500/3500 4- or 6-inch lift kit is perfect for those who want a noticeable jump in stature without going too high in the sky. Its parts are manufactured to the highest of standards and are CAD designed for the ultimate in accuracy and installation ease. The bolt holes always align, and no custom modifications are ever needed, which means that ride quality will stay as close to OEM specs as possible.

McGaughy's Suspension
559.226.8196
Mcgaughys.com



► 2015 GM 2500HD/3500HD 3-INCH BODY LIFT KIT

Some guys want a lifted truck, but don't want to make one single adjustment to the factory suspension setup. For those with this preference, Performance Accessories has a 3-inch body lift kit that will lift the entire body 3 inches without having to modify any of the existing suspension components. Once installed, there will be enough room to fit 33-inch-diameter tires. There is no worry about maintaining a factory ride because the factory ride will never even be tampered with.

Performance Accessories
928.636.7080
Performanceaccessories.com



► 2014-PLUS F-150 7-INCH MLS LIFT KIT

ReadyLIFT's Multi Lift System (MLS) is quite an awesome piece of machinery. It offers the driver the opportunity to customize lift height and look with two simple choices. The system will allow for either 5, 6 or 7 inches of front lift and either 3, 3.5 or 4 inches at the rear. ReadyLIFT truly built this bulletproof kit to become one of the baddest and most complete off-road lifts out there. As a bonus, there is no need to shorten steering rods. The featured steering rack drop down system enables the stock tie rod to be retained without any type of modification.

Max tire size is 37x12.50—more than enough for some big hunks of rubber.

ReadyLIFT
Suspension
877.759.9991
Readylift.com



► ACCESSORIES/TOWING

To complete the perfect puzzle, you gotta have all of the right pieces, and then there are always upgrades and add-ons that you just can't do without.

► ACCUAIR iLEVEL

This system provides wireless control of your e-Level air suspension system through an iPhone, iPad or iPod touch. The app is available for free download and lets your mobile device establish a password-protected WiFi connection through the iLevel WiFi module. It provides wireless control and feedback from more than 100 feet away.

AccuAir Control Systems
877.247.3696
Accuair.com



► AIR LIFT WIRELESSONE

WirelessONE is an affordable, wireless on-board air compressor system that provides one-touch control of air springs from the inside or outside of your truck. A single path control allows for left and right springs to be inflated/deflated equally for a level ride every time. A low-pressure sensor automatically kicks in and fills springs to a safe pressure level so there are far less accidents while on the road. Installation of WirelessONE is simple and requires no wires to be run inside the cab. Complete kits come with a standard-duty compressor, manifold, wireless programmable key fob and all hardware necessary for the installation.

AirLift
800.248.0892
Airliftcompany.com



► AVS BRAND VALVES

Available in $\frac{1}{4}$ -, $\frac{3}{8}$ - and $\frac{1}{2}$ -inch, these valves match or exceed the specs of the industry leaders. Whether you want a nice smooth ride or you want to crank up the nitrogen bottle to these bad boys, these valves will perform. They are so solid that they even come with a two-year warranty. They even have an LED indicator for troubleshooting and diagnostics. Rebuild kits and solenoids are readily available, too.

AVS
866.915.2247
Airbagparts.com



► BROTHERS TRUCKS 1963-72 FRONT ANTI-SWAY BAR

This $\frac{1}{4}$ -inch front sway bar for 1963-72 Chevy/GMC trucks will dramatically reduce body roll and provide better steering and handling to boot. The bar comes complete with frame-mounting brackets for lowered applications. The sway bar package also comes complete with urethane bushings, hardware and detailed installation instructions should you need them. You've got the right truck with the right stance, now get it to perform at its best.

Brothers Trucks
800.977.2767
Brothertrucks.com



► CLASSIC INDUSTRIES CHASSIS HARDWARE

If you're in the middle of a full restoration of a classic truck or are just upgrading it, do not reuse old tie rod ends, ball joints and bushings. Classic Industries keeps a healthy stock of factory-grade replacement parts from OER that will ensure that the work you put into modifying your truck is time well spent. Avoid problematic mishaps with parts that have been stuck in place for years. Save yourself the headache of even attempting to save a few pieces that won't amount to much in the form of dollar bills in the end. Fresh products will, however, save you time down the line and will give you a peace of mind while on the road.

Classic Industries
800.854.1280
Classicindustries.com

► CROWN SUSPENSION 1973-87 K5 BLAZER C-NOTCH

The K5 Blazer is an awesome truck to see lowered, but like with all trucks, when you go down past a certain point, you're going to have to cut the frame in order to get the right amount of suspension travel clearance. Don't fret, the process is relatively straight forward, and you'll have Crown Suspension right there in your corner every step of the way. Its 1973-87 K5 Blazer 2WD C-notch Kit will reclaim 2.25 inches of extra travel space when lowering the suspension 5-7 inches.

Crown Suspension
714.671.9500
CrownSuspension.com





► DAKOTA DIGITAL AUTOMATIC DIGITAL RIDE HEIGHT CONTROLLER

All DHC systems offer unlimited control of the air ride system through not only the three user-selectable preset heights, but full manual control of the air system for minor changes, eliminating bulky rocker switches. The DHC line also includes user-selectable valve speed and correction percentage adjustment as well as correction time.

Dakota Digital
800.593.4160
Dakotadigital.com



► TRUCK AND SUV ADJUSTABLE PAN SHOCKS

Doetsch Truck and SUV front adjustable spring pan replacement shocks allow ride height adjustability, which is done simply by adding or removing steel rings. Lowered, lifted or stock height—you pick the level you want. Available for Chevy, Dodge, Ford, Nissan and Toyota.

Doetsch Shocks
800.8.SHOCKS
Doetschshocks.com

► HYPER-FLEX POLYURETHANE BUSHING SETS

Energy's special formula Hyper-Flex performance polyurethane components, with their higher durometer (firmness) material and reengineered performance-minded components, assure long-lasting performance in all sets. They were designed for vehicles on the street and weekend racers, yet they've also been successfully used in pro racing. They allow proper weight transfer, full suspension travel and are full floating. Also, these bushings include the benefit of lifelong durability that lasts five times longer than OEM rubber.

Energy Suspension
949.361.3935
Energysuspension.com



► FOX DUAL SPEED COMPRESSION (DSC) SHOCKS

With DSC, you can adjust the 12 high-speed and 10 low-speed compression-dampening adjustments by simply turning the external adjuster knobs. The billet 6061-T6 anodized aluminum knobs increases both low- and high-speed levels by 25%, allowing you to maximize small bump compliance and traction while still having the extra damping required for big hits.

Fox Factory
619.768.1800
Ridefox.com



► FABTECH DIRT LOGIC MONOTUBE SHOCK

The 2.25 Dirt Logic shock from Fabtech is designed to replace factory shocks with a larger, more robust configuration that delivers a better ride on- and off-road. The stainless steel shock bodies not only look great, but fight off corrosion as well. The reservoir bodies have been upgraded to black anodized 6061 aluminum for greater heat dissipation, which ultimately leads to better overall performance. Get the exact shock you need to meet the demands of your exact truck specs and driving habits.

Fabtech
877.597.7800
Fabtech.com



► SS FITTINGS

Slam has created fittings to solve the problem of installing pressure sensors in newly installed systems, as well as systems that are being upgraded. Molded bodies utilize D.O.T. push-connect fittings to accept both hard and poly air line. The molded $\frac{1}{8}$ -inch female NPT threads make it easy to plumb digital pressure senders or analog gauges. Also available in $\frac{1}{8}$ -inch tube to $\frac{3}{8}$ -inch push connect to plug directly into a manifold, and push-connect fittings for installing in between existing air line.

Slam Specialties
888.352.5225
Slamspecialties.com



VIAIR STEALTH BLACK 444C COMPRESSOR

The 444C compressor is a widely used piece in air ride setups. Just recently, Viair has improved upon one of its staple units by adding a new color way to the lineup, Stealth Black. The 444C still features the same incredible 200-psi performance with a newly developed intercooler head, but it's now available in a color scheme that demands to be put on display. You know what they say, black goes with everything.

Viair
949.585.0011
Vialrcorp.com



SV8C AIR MANIFOLD

Slam Specialties 200-psi eight-coil manifold for four-corner control, is designed to seamlessly integrate into your air system by offering streamlined plumbing and wiring. The SV8C features dual $\frac{3}{8}$ -inch push-connect tank inlets, four $\frac{1}{4}$ -inch push-connect "bag" ports, and slot port exhausts with integrated mufflers. Wiring is made easy with a watertight connector and the included harness. As always, Slam's products are designed and manufactured in the USA.

Slam Specialties
888.352.5225
Slamspecialties.com

PRO SERIES SILENT RIDE HELPER SPRING

Hellwig's new helper spring bolts to the factory springs and is 2,500-pound rated. Once installed no further adjustment is required. The Pro Series springs add load support when needed, yet don't stiffen the ride excessively when empty. Polyurethane blocks prevent the chatter commonly found in helper springs, making for a pleasantly quiet ride.

Hellwig Products Co.
800.435.5944
Hellwigproducts.com



RIDE-RITE 2015 F-150 AIR SPRING KIT

Level your load and improve the ride with the 2015 Ford F-150 Ride-Rite kit. This no-drill kit uses existing holes in the frame for easy installation. Ride-Rite's latest Ford kit is designed to position the air spring between the frame and the axle for maximum stability, improved overall handling and support up to 5,000 pounds (not to exceed vehicle's GVWR). If you plan on putting your truck to work, installing Ride-Rite's air springs will definitely make the job easier.

Firestone Industrial Products Company
800.888.0650
Ride-rite.com



LMC TRUCK REPLACEMENT REAR CONTROL ARM ASSEMBLY

LMC Truck offers this rear control arm assembly in addition to a complete line of suspension replacement. This control arm assembly is a reproduction of the original control arm and comes complete with the control arm bushing already installed. It features welded construction for strength and safety and has a durable black powder-coat finish to help prevent corrosion.

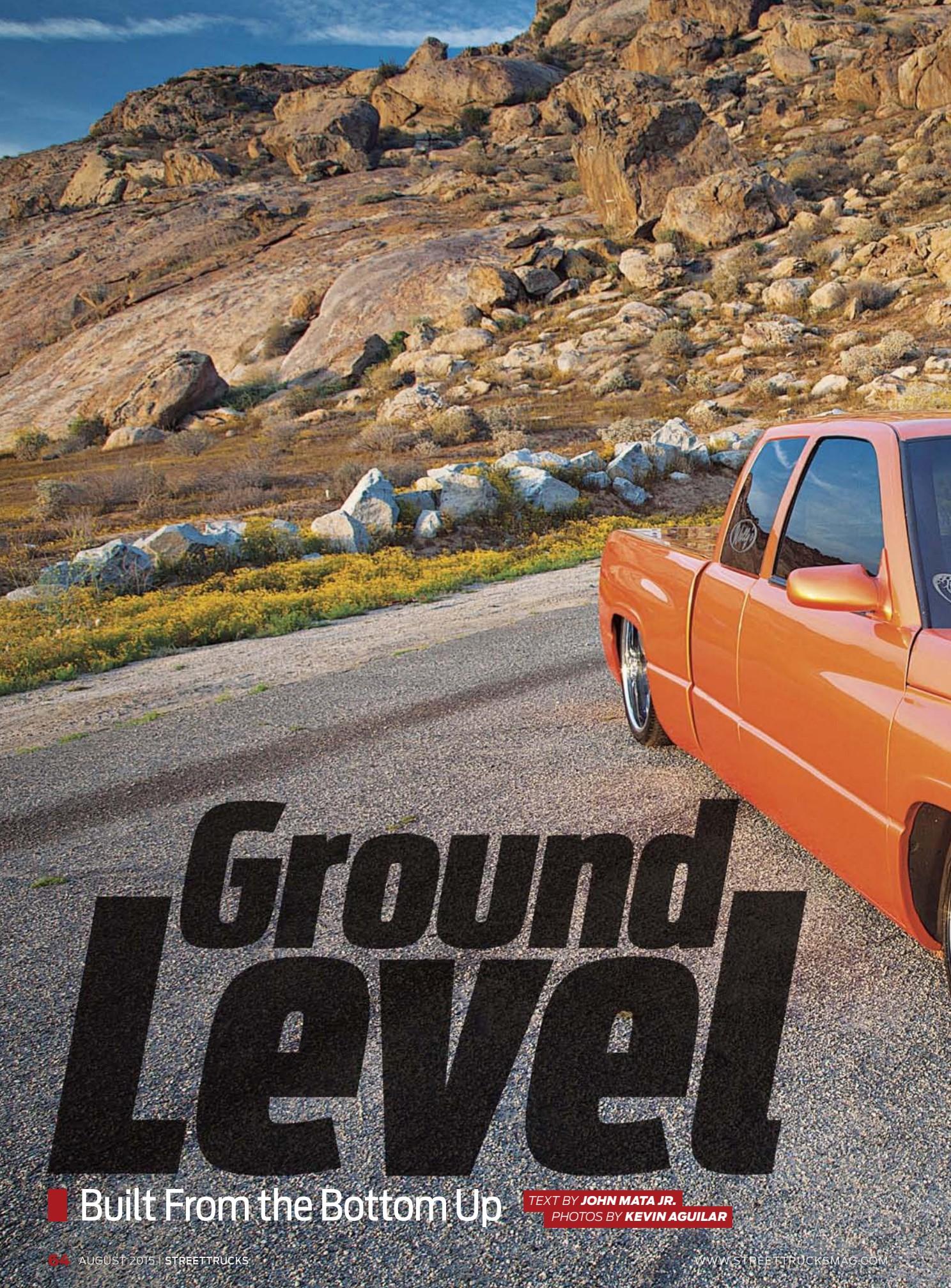
LMC Truck
800.562.8782
Lmctruck.com



DS-2 SHOCK FOR 1960-87 C-10/C-15

Every dropped truck deserves—scratch that—needs a fresh set of shocks to complement the new suspension components. Western Chassis has cooked up a shock that will work perfectly with your C-10's lower suspension setup. The DS-2 shock features OEM-style mounts, is nitrogen pressurized, comes equipped with low-friction Teflon seals as well as high-performance valving and a hardened chrome piston rod. Don't get caught with tired shocks that do nothing to help better your ride quality. Western Chassis' DS-2 shock is a key player you definitely want to have on your side.

Western Chassis
888.999.9139
Westernchassis.com



Ground Level

Built From the Bottom Up

TEXT BY JOHN MATA JR.

PHOTOS BY KEVIN AGUILAR





YOU'RE PROBABLY SICK OF HEARING PEOPLE QUOTE DRAKE (AS ARE WE), BUT "STARTING FROM THE BOTTOM" IS THE BEST WAY TO DESCRIBE THE STRUGGLE WALTER PEÑA FACED WHILE WORKING

ON HIS RAM. It was the first full-size truck he ever purchased, and when he got it, the thing was in poor shape—and that's being generous. It was formerly used as a farm truck, which means it spent most of its days carrying, lifting, towing, pulling and pushing cruddy farm equipment from one side of the property to the other. The Dodge had been used and abused, but it's a common reality for the working class pickups of California's agriculturally rich central region.

Walter bought the truck from a friend's parents. Luckily, the cost of ownership wasn't too steep, but the amount of

“THE GUYS DID THEIR RESEARCH, TOOK THEIR TIME AND ENDED UP WITH A RESPECTABLE SETUP FROM FRONT TO BACK.”

work that stared Walter dead in the eyes was intimidating, to say the least.

The year was 2002, 13 years ago. There was a local truck club, Insane Images, that Walter was hoping to become a part of, but first he had to cook up a game plan for his "new" ride. Tearing apart the suspension system was his first taste of custom truck building. He and his pal, John Banda, took on the task of 'bagging the Ram in



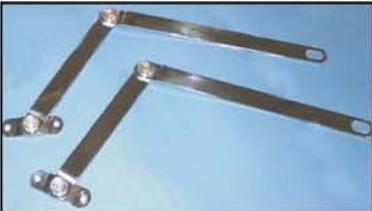
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TRUCK SPECS

OWNER

Walter Peña
1996 Dodge Ram
Reedley, CA
Aftermath

ENGINE

- 1996 Dodge Ram 5.9L
- K&N cold air intake
- Flowmaster muffler
- Custom under-hood billet covers by Preston Cervantes of CenCal Machinist
- Custom aluminum gas tank

SUSPENSION

- Shop: 559 Customs
- Airbags front and rear
- Stock spindles
- Disc brakes all around
- Rear 4-link
- Reararend converted to six-lug and shortened

WHEELS & TIRES

- 22x8.5 and 22x10 Bonspeed Laguna polished with painted center
- Atturo tires

BODY & PAINT

- Shop: Wally's Customs of Reedley, CA
- PPG custom-mixed color
- 2006 Dodge Ram custom front bumper
- Hot rod-style push-in gas filler
- Roll pan
- Shaved door handles, antenna, tailgate, bodyline on tailgate
- Rain gutter and bottom bodyline molded
- Bed widened 1 1/4 inches to fit trailing arms and wheels
- Custom bed floor with spray-on liner

INTERIOR

- Shop: Big Daddy's Upholstery/Beats By Bigs
- Black leather upholstery
- Chopped headrests
- Bonspeed steering wheel
- Pioneer head unit
- Pioneer speakers
- Treo subwoofer
- Zapco amps

SPECIAL THANKS FROM THE OWNER: Rene Resendez, Preston Cervantes, Adan Cervantes, David Lopez, Vince Sandoval, Efren Rangel, Miguel Navarrete, Matt Diaz, Raudel and Cristina Jacobo, Jerry Gaytan, Vince and Joe Lombardi, Andy, Chuck Del Bosque, Todd Anderson, Mike Garza, Vidal Cuevas, Armando Sanchez, Casey and Travis Jones for always believing in me, and a special thanks to my wife Yesenia for always being there for me, and to my #1 fans: my kids Destiny and

better himself by venturing out and finding an apprenticeship at a local body shop. He went in after work and on the weekends—unpaid, of course—but he was learning the basics of bodywork. In no time, he was starting to get the hang of it and was offered a position at the shop. He bid farewell to Wal-Mart and said hello to an exciting new chapter that would soon become a huge part of his life. “By the second year of working at the body shop, I was already painting. I fixed my doors and had the whole truck primed. I had the know-how to finally paint it, and I'll never forget when I sprayed the VW Green color on it. It was the 4th of July in 2003, and I could hear fireworks going off while I was in the booth.”

With some experience points under his belt, Walter now had the confidence and knowledge to work on his own truck rather than rely on others for help. But instead of remaining stagnant and getting caught in a revolving routine, he stepped out of his comfort zone again and began moving toward a much deeper pool. “I went to work at The Hot Rod Shop in Reedley, California for Jim

THE 22-INCH BONSPEED LAGUNA WHEELS FEATURE THE BEST OF BOTH WORLDS, A PAINTED AND POLISHED FINISH.



**RENE
RENSENDEZ
DOVE IN AND
SHAVED THE
UPPER
BODYLINE AND
SUCCESSFULLY
CLEANED UP
THE RAM'S
REAREND.**



his parents' driveway. The guys did their research, took their time and ended up with a respectable setup from front to back. Walter was off to a great start, but as in too many stories having to do with a guy and his truck, the crap really began hitting the fan.

“At the time, I didn't know how to do bodywork,” Walter says, “So I let one of my buddies shave the door handles. He totally destroyed them. I was working in the tire and lube department at Wal-Mart, so naturally I couldn't afford to get them fixed right away.”

As soon as the build started to pick up steam, this little headache was the first bump in the road that had to be addressed. But as the old saying goes, when it rains, it pours. “Not too long after the whole thing with my doors happened, I found out that my girlfriend was pregnant. It was unexpected for sure, and it slowed down the progress on the truck, but what it did do for me was increase my determination to get out there and make more money for my family as well as my new project.”

Walter and his girl decided to lay down the groundwork for their budding family by getting married. Then he followed his passion to

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SUSPENSION



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FINEST
PIECES.**

Teague where he started showing me how to really paint. The work was far more custom than I had first been exposed to, and once I started to become more comfortable with it, Kool Hand Luke started to help me two-tone my truck as well as add graphics. I kept the truck like that for a while, but in the end, we decided that the paint could look better, so we primed over it. After that, the Ram sat for the next 11 years."

So what happened during those years? Well,

Walter kept on learning and practicing what he had been taught in real world applications. But it wasn't until 2012 when things really started to turn around for him. "I was finally given the opportunity to open up my own shop in the same location Jim Teague once taught me. My little crew [Rene, Preston and David] started working on my truck little by little, but all this was done after hours, since working on my project wasn't paying the bills." Every member of Walter's team contributed to a different portion of the build, which really gave the truck a unique sense of character. Out of all of the technical aspects of running a custom shop, Walter had paid great attention to the importance of assembling and maintaining a cohesive group of professionals to achieve a lasting success.



RAUDEL JACOBO OF BIG DADDY'S UPHOLSTERY CREATED THE BLACK LEATHER AND SUEDE UPHOLSTERY WORK FEATURED INSIDE WALTER'S DODGE.

In the span of the Ram's build, Walter was evolving right along with his truck. The obstacles that detoured and slowed him on his path have actually seasoned his ability to navigate the road. Even though he might not have had the slightest idea where his journey would take him, there's no doubt that he would credit his previous place in the world as the ideal starting point. The bottom may only be the bottom for some; for others, the ground level is merely a springboard to greater heights. **ST**

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★ VISIT: REV-WHEELS.COM

Nearly a decade ago, the California chapter of Relaxed Atmosphere decided to throw a show for truck and car lovers on the West Coast. Of course, plenty of other shows already existed, but they were mismanaged, costly and so competitive that builders and show-goers alike would return home drained from a day filled with anxiety and bruised egos.

Relaxed Atmosphere wanted something different. Sure, they were going to throw a traditional car and truck show, but they wanted to do an event their way, simple and laid back, as if it were a barbecue in your backyard that just happened to be filled with the most beautiful array of classic cars and trucks.

Nine years later, Relaxed Atmosphere has watched as its show, Relaxing in So Cal, has grown to become the premier event on the West Coast, but it's been no boulevard of unbroken green lights. The guys and gals of Relaxed Atmosphere have hustled to consistently provide legitimate entertainment, awards and cheap food for their guests throughout the years. (Now a staple of their show, \$1 tacos can be found on most show-goers' plates during the event.)

This year, Relaxing in So Cal was hosted at Alpine Electronics in Torrance on May 3. Because Torrance borders the beach, there were approximately 10,000 auto enthusiasts in attendance throughout the sunny day. Even better, a whopping 418 vehicles were on deck, with the first rolling through the gate sporting license plates from Sacramento. Indeed, this year drew crowds from all across the states; cars from Oregon, Arizona, Washington and Nevada could be found sprawled across Alpine's lots. One competitor even came as far as Japan.

Because Relaxed Atmosphere likes to have themed shows, it decided to go with a '50s theme for their chapter's 25th anniversary. So the Top 75 this year were awarded flamed-out, diner-esque plaques created by Aftermath Vinyl. Among the competitive categories were



HERE'S A LOOK AT THE UNIQUE CUSTOM AWARDS MADE BY AFTERMATH VINYL.

WEST COAST SUPREMACY

RELAXIN' IN SOCAL GOES BIG FOR 2015

TEXT BY **ANTHONY ORONA**
PHOTOS BY **KEVIN AGUILAR**

Best Full-Sized Truck, Best Mini Truck and a general Best of Show. In keeping with the spirit of interesting awards, one winner's trophy was a custom fender from a '50s truck by Brother's Trucks.

As show-goers fawned over the custom builds and sights, live performances by groups like the Hot Rod Trio, Tim Conway and The Hip Shakers and DJ DTM fueled the excitement in the air.

Relaxed Atmosphere, however, does not collect the profits generated by its event. Rather, members donate the proceeds to charity, keeping only enough to roll over into funding next year's show. This year show-goers were also able to meet and greet some of the charities

present at the show. The Long Beach Ronald McDonald House is among the club's favorites because of its support for the local community.

With an event as lively and laid back as Relaxing in So Cal, along with such a noble purpose, it's no wonder that Relaxed Atmosphere has attracted numerous sponsors for its shows, with Cooks Tire and Tune serving as the title sponsor. For show-goers, the large amount of sponsors meant a smorgasbord of vendors to browse.

If you want to enjoy a well organized, laidback show with a variety of vehicles and things to eat, mark your calendars for May 1, 2016. Relaxing in So Cal has become the show to attend. **ST**



ENTERTAINMENT FROM BANDS SUCH AS THE HOT ROD TRIO SET THE TONE FOR THE EVENT.



ANDY MOEHRING DEBUTED HIS C/K WITH FRESH PAINT JOB LAID DOWN BY KUSTOMS, INC.



WHETHER YOU'RE INTO LOWERED OR LIFTED TRUCKS, THEY WERE ALL THERE.



MARTIN SEGOVIA'S '64 C-10 MAY NOT BE PAINTED, BUT IT CERTAINLY HAS MAD STYLE.

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THE 3RD

TEXT BY JOHN MATA JR.

PHOTOS BY STREET TRUCKS STAFF

Memories of a
Brother's Love







THIS ISN'T A STORY ABOUT A TRUCK THAT HAS UNDERGONE MULTIPLE BUILD PHASES WITH THIS BEING ITS THIRD

RENDITION. No, this is a more of a dedication piece to someone special, who forever touched the lives of those around him. Memorials come in many forms, and each is sacred in its own right. There's no right or wrong way to pay homage to a lost loved one, but the idea of building a running, operational dedication piece seems like an ideal method of forever keeping memories alive.

Leean Peña Whipple sees nothing but the image of her brother when she looks at her truck. Every rev of the engine is a reminder of her brother's voice. Although memories are all Leeann has left of the good times with her brother Joel Peña III, she was set on building on them by creating something lasting, with her brother at the center. "After losing my brother in '07, I wanted to commemorate him by building a custom truck in his

“WE CAME TO THE DECISION THAT THE TRUCK HAD TO BE SET APART FROM THE REST. **IT HAD TO HAVE BITS OF MY BROTHER RIGHT THERE ON THE TRUCK.”**



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memory. I also knew that the truck had to be given a name that would appropriately honor him," Leeann said.

Joel was a name that was passed down through three generations of the Peña family; so, naturally "The 3rd" was a fitting name to grace Leeann's truck build. Having nothing more than an idea, she turned to the guys at Chaotic Customs to help finish it out, fabricating a truck around the essence of a man who meant so much to so many good people. Leeann remembered, "After talking with Rocky and Mike at Chaotic, we came to the decision that the truck had to be set apart from the rest. It had to have bits of my brother right there on the truck. This is why I chose to have the license plate read 'JOEY84'; his name and birth year are right there in plain view. The name 'Joel' has been shared by three amazing men in our family, and just having it somewhere on the truck is an honor in itself."

The truck, however, doesn't simply share Leeann's brother's name. To her, "The 3rd" had a much deeper meaning than that. "The number three is a symbol of the phases of the life he completed: birth, life and death. The number three also signifies how much strength, intensity and importance this one man represented to his family members." Luckily, the guys at Chaotic understood just how much the build meant to Leeann, and they put their all into crafting a build that would be much more than just a truck. They wanted to give Leeann the exact vehicle she envisioned, and she had nothing but rave reviews about the work they did, "Rocky Fox walked me through the entire build and never left my side when it



THE CUSTOM FIBERGLASS CENTER CONSOLE HAS BEEN LOADED WITH A 10-INCH ALPINE SUB AND AIRBAG CONTROLS.



THE CUSTOM BED FEATURES A SPRAY-ON COVERING AND PAINTED DETAILS THAT TIE IN WITH THE REST OF THE TRUCK'S STYLING.



THE TRUCK'S REAREND WAS CLEANED UP WITH A GRANT KUSTOMS ROLL PAN AND THE ALL-IMPORTANT LICENSE PLATE THAT READS "JOEY84."

TRUCK SPECS

OWNER

Leean Peña Whipple
2000 Chevy Silverado
Corpus Christi, TX
Severed Ties

BUILDERS

- Chaotic Rods & Customs of Conroe, TX
- Classic Trim Custom Leather Shop of McAllen, TX

ENGINE

- Stock GM 4.3L V-6
- Custom intake
- Color-matched custom sheet metal details

SUSPENSION

- Air Lift Dominator 'bags
- Belltech spindles
- Stock rearend narrowed 2 inches
- "Texas 2-link" with track bar
- Rear frame C-notch
- Optima mounted under bed

WHEELS & TIRES

- 22x8 22x10 Raceline billet wheels
- 265/30R22 and 285/35R22 Yokohama

BODY & PAINT

- Traditional 3-inch body drop
- 2005 Escalade front clip
- Grant Kustoms roll pan molded to bed sides
- Shaved door handles, stake pockets and tailgate handle
- Street Scene mirrors
- Smoked Escalade headlights
- LED taillights
- Motorcycle gas cap moved to top of bed rail
- Painted rear tubs and notch cover in bed
- Spray-on bedliner
- Custom DuPont Green with Gold
- SEM Hot Rod Flat Black flames
- Gloss black pinstriping

INTERIOR

- Stock seats wrapped in black leather with ostrich inserts
- Suede headliner with flame detail
- Color-matched and painted dashboard with flame detail
- Viair psi gauges
- Fiberglass center console
- Colorado Customs billet Severed Ties steering wheel
- Billet rearview mirror
- Jensen head unit
- Alpine 10-inch sub
- Alpine 500-watt amp
- 7-inch Rockford Fosgate speakers in custom pods

SPECIAL THANKS FROM THE OWNER: "Thanks to God, David Gomez of Classic Trim, Xavier Vinton, Chaotic Rods & Customs, my Severed Ties crew, to my family who has always been there for me every step of the way, to my husband for letting me finish my truck before his own, but especially Rocky Fox who guided me the entire way."



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came down to the decision making. He truly turned out to be a faithful sidekick."

But even though there was so much positivity surrounding the entire 10-month process, there were an equal amount of rough times. Spending the amount of money that Leean and her husband Ryan shelled out to have it completed in a timely manner wasn't always easy to manage, but they made it through. "My husband already had a truck in the works, but he put it on hold so I could

finish mine first. We got through the difficult times; there was nothing that could stand in our way. Now that the truck is finally finished, I feel that it was the perfect way to honor my brother and to share his life with others. The tragic car accident that took his life was truly devastating to his loved ones.



“EVERYONE HAS THEIR OWN WAY OF EXPRESSING LOVE AND GRATITUDE FOR THOSE THEY MOST CHERISH, BUT WE HAVE TO ADMIT THAT THE 3RD IS ONE OF THE MOST IMPRESSIVE MEMORIALS WE’VE SEEN.”



CUSTOM SHEET METAL DETAIL PANELS DRESS UP THE ENGINE COMPARTMENT.

And being in the accident with him, it was the last time I saw him alive. But as I drive my truck now, I feel as though Joey is right there protecting me as he always did in the passenger seat."

Memorializing a loved one is a way to keep a part of them near. Some memorials are altars with photos and a few of the deceased's favorite things, and some folks have portraits or other images tattooed to serve as a constant visual reminder. Everyone has their own way of expressing love and gratitude for those they most cherish, but we have to admit that the 3rd is one of the most impressive memorials we've seen. Leean's brother has been immortalized through an object that she's especially fond of. Joey's now a regular part of her everyday routine and the topic of conversation when the truck is on display at a show or driven on the street. Not too many individuals are lucky enough to have a truck built in their honor. It takes a special person to inspire such dedication and passion. **ST**



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noun \ 'bench 1. a standard or point of reference against which things may be compared or assessed.

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1955-59 Chevy

1935-41 Ford
1948-52 F1 Ford
1953-56 F100 Ford

C10 Complete chassis



1960-66 C10
1967-72 C10
1973-87 C10

Classic truck chassis lineup:

1947-54 Chevy
1955-59 Chevy



1935-41 Ford
1948-52 F1 Ford
1953-56 F100 Ford



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Drop 'n' Stop

CPP DISC BRAKE UPGRADE AND 2-INCH DROP

One of the reasons why C-10 trucks and their SUV counterparts are so popular is thanks to nearly 30 years of similar platforms having many of the same underlying components throughout model year changes. This not only makes a large quantity of parts available, but it also makes the platform attractive to aftermarket companies because they can produce a single part number that covers a wide range of years, and as a result, a larger customer base. One of the companies that has hit the C-10 and classic truck market by storm is Classic Performance Products, better known as CPP.

If you own a C-10, chances are one of the first upgrades you'll do is replace those awful drum brakes. Not only are they a pain to service and adjust, but you'll have extreme leg fatigue after a few hours behind the wheel, especially if your truck isn't equipped with a brake booster. Lucky for us, CPP has several disc brake conversions and upgrades for its stock drum brakes. Combine one of those brake kits with the company's 2-inch drop spindle and you can improve the ride height of your truck at the same time.

Moving on to the rear, it's a bit more complicated than a simple replacement job because it's actually necessary to convert the tired and inefficient drum brakes to discs. The axles need to be removed to replace the drum brakes with a new mounting plate and disc brakes. The CPP rear



brake kit calipers offer a built-in emergency brake cable for the utmost safety. As always, with fresh brake installations a full system bleed is necessary, and it's important to bed the brake pads when making this upgrade.

The first thing we did on our '69 Chevy Suburban was to pick up a 12-bolt rearend. We dropped it off at our local go-to for rearends, AZ Differential. Nate sandblasted, painted and reassembled

our differential. We had him re-gear from the stock 3.08 to 3.73 in preparation for our LS swap down the road. Continue reading to see how we upgraded the brakes and achieved a 2-inch drop. **ST**

SOURCES

- **AZ Differential**
602.272.4600
Arizonadifferential.com
- **Classic Performance Products**
866.593.2461
Classicperform.com
- **Toyo Tires**
800.442.8696
Toytires.com

► TACKLING THE REAR



01 In order to swap from drum to disc brakes on the rearend, the axles must come out. Getting ready for the installation, we removed the diff cover. We already had the rearend removed, but this job can be done while it's still attached to your truck.

02 Once the cover is removed, locate and remove the bolt that holds the cross shaft in place, then remove the cross shaft. Now you can slide the axles toward the center of the differential and remove the C-clips.



03 Once the axles are out, check to see if the new wheel studs are longer than the existing ones. If so, remove the old studs and replace them with the new versions. Hammer out the old studs and then hammer the new ones in their place.

04 Slide the axles back into the housing. You may have to turn the axle a bit to line up the gears.



05 Install the C-clip into the axle. Be careful not to drop it into the differential. Then gently pull the axle back out away from the center of the housing. Repeat this on the other side.

06 Slide the cross shaft back into place; this will hold tension on the C-clips. Reinstall the bolt that holds the cross shaft in place.



07 Reinstall the gasket and diff cover. Typically you'd use a good RTV silicone, but we're foregoing this step until we install the rearend.

THE REAR DISCS



08 It's time to slide the rotor onto the axle. Make sure it's fully seated on the studs and axle.



09 Using the hardware provided, install the spacer on the inside of the axle housing. Now install the caliper bracket and tighten them down with a washer, lock washer and nut.



10 Install the caliper on the caliper bracket making sure the bleed screw is at the top. The CPP caliper slides in easily. We had no trouble with fitment at all and no need to shim the caliper. Tighten the bolts that hold the caliper in place, and make sure the rotor and axle can spin freely.



11 Install the brake hoses using a crush washer on each side of the banjo fitting. Don't tighten them, just snug them up on the rearend until the hard lines are in place and all of the brake line connections are made.



12 Attach the hard lines to the rearend and connect the brake hoses. Keep in mind that you will need to leave enough slack in the brake hoses to remove the caliper when it's time to replace the pads.



13 Tighten the clamp that holds the brake hose clamp in place, and then secure the brake hose to the caliper and hard line.

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► NEW ROLLERS



14 Remember to install the new emergency brake cable included with the kit. This was completed once the rearend was installed in our vehicle. Finally, you can install wheels and tires. We're running a set of 22-inch GM Transit wheels and 265/35R22 Toyo Proxes ST II tires. The Toyo Proxes ST II tires are directional, so pay attention when installing them on your vehicle.

► UPGRADING THE FRONT



15 Before beginning, make sure your truck is secure on a set of jack stands. To accommodate a larger wheel and tire combination, first remove the inner fenders. Start by removing the tire and then the bolts that hold the inner fender in place; the fender will drop right out.

16 Disconnect the outer tie rods to replace the spindles. Remove the original spindle by taking off the castle nuts on the upper and lower ball joints. Take a minute to inspect the ball joints and replace them if necessary. Our lower ball joint is in terrible shape and must be replaced; however, since we will be replacing the arms and ball joints later, we decided to forego the additional cost right now.



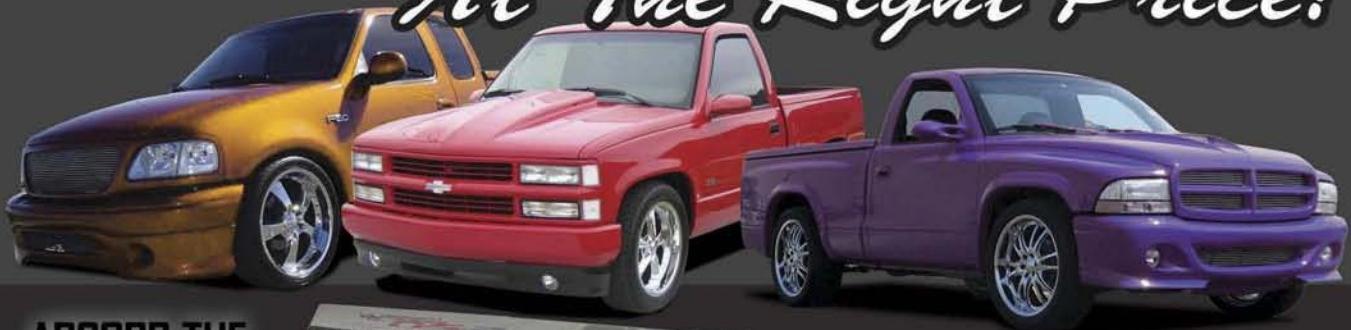
17 The new CPP 2-inch drop spindle was installed, and the upper and lower castle nuts on the ball joints were tightened. Pack the inner and outer wheel bearings with grease. Take your time with this step; it will prevent premature bearing replacement. Place the inner bearing in the backside of the rotor and then install the grease seal. You may need to tap it into place lightly.



18 Slide the rotor onto the spindle. Install the outer bearing, washer and spindle nut.

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19 Tighten the spindle nut so that it's snug. Don't over tighten it! Spin the rotor forward to make sure the bearings are seated properly. Check the spindle nut. If it's still tight, move on, if not, tighten it again and repeat this step. Install the cotter pin to hold the nut in place.



20 Install the front caliper assembly making sure the bleed screw is at the top. Again, our CPP calipers fit like a glove. Tighten the caliper bolts.



22 Install the brake lines using two crush washers, one on each side of the banjo fitting just like the rear. Tighten the brake lines. Next, install the outer tie rod end on the new CPP spindle.



21 Cap off the rotor. You may need to tap it in place with a rubber mallet.



23 As you'll notice, we converted the front from a five- to a six-lug to accommodate our GM Transit wheels and Toyo Proxes ST II tires.

► NEW BOOSTER AND MASTER



24 The last step was to replace our old brake booster with a new 11-inch brake booster and master cylinder from CPP. We started by removing the existing unit. Be sure to save your hardware; you'll need it to secure the new CPP setup to the firewall.



25 Bench bleed the master cylinder and slide it into place along with the booster, aligning the holes with the mounting bolts. Secure it in place with the original washers and nuts.



26 Connect the booster push rod to the brake pedal. Make sure that the booster push rod is the correct length. Make any changes if necessary. Finally, you'll need to hook up the brake lines, fill the system with fluid and bleed the system.



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PARADE LAP



TEXT AND PHOTOS BY JOE GREEVES

IN PARADISE

While small local shows are always fun, a real treat for truck enthusiasts is to attend a mega-event where you see more in one afternoon than you would at a dozen smaller shows. The sheer volume of vehicles is a draw in itself, let alone the other attractions that come with larger gatherings.

One of the biggest events in Florida is the annual Spring Turkey Run, second only to the Fall Turkey Run, held during the four-day Thanksgiving weekend. Neither of these events are exclusively truck shows, but the hundreds of vehicles on display make for plenty to see. Held in the last weekend of March, the weather is always glorious for the Spring Turkey Run, and the turnout is always huge.

The infield of the Daytona International Speedway is the ideal venue to display a sprawling collection of show vehicles on one end and hundreds of vendors and the car corral

at the other. This year, the numbers added up to 1,236 vehicles, with another 700 in the car corral and hundreds of vendors selling everything you would need to put the finishing touches on your truck.

Attractions during the show included celebrity appearances by Catherine Bach, better known as Daisy Duke of the "Dukes of Hazzard," and the legendary General Lee, were available to sign autographs and pose for selfies. Operation Celebration, in honor of our troops, provided live music with the Hub Caps and Quick Time Jazz on Friday and Saturday with the Silver Lining Band

ONE OF THE HIGHLIGHTS OF THE EVENT WAS THE OPPORTUNITY TO TAKE A PARADE LAP ON THE FAMOUS DAYTONA INTERNATIONAL SPEEDWAY. DAVE BAKER CROSSED THE FINISH LINE IN HIS BEAUTIFUL '72 CHEVY.

handling the musical entertainment on Sunday. Of course, one of the biggest draws of the event was the opportunity for a parade lap on the famous Daytona International Speedway on Sunday afternoon. Speeds didn't approach NASCAR levels, but judging by the cheers, the excitement level was close. Photographers were even on hand to immortalize the moment when you crossed the finish line.

If you'd like to learn more about this annual Florida favorite, visit Turkeyrun.com. **ST**





A REGULAR AT THE EVENT, THIS '45 CHEVY BELONGS TO SHOW CHAIRMAN RICK FINZER, WHO HAS ATTENDED THE TURKEY RUN FOR MORE THAN FOUR DECADES AND IS A CHARTER MEMBER OF THE DAYTONA BEACH STREET RODS.

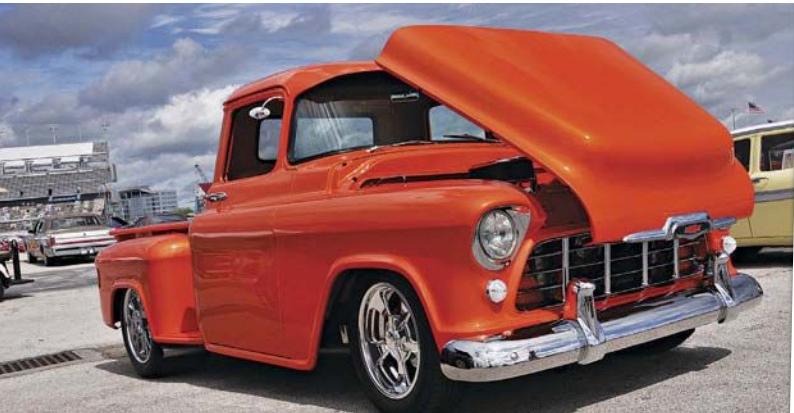


CELEBRITY SIGHTINGS THIS YEAR INCLUDED CATHERINE BACH, BETTER KNOWN AS DAISY DUKE, FROM "THE DUKES OF HAZZARD."

THIS SILVER AND RED CHEVROLET STEP SIDE ROLLED IN ALL THE WAY FROM CANANDAIGUA, NY. MARK AND DAWN CASE OWN IT.



HUNDREDS OF VENDORS HAD ALL OF THE LATEST UPGRADES FOR YOUR RIDE, WHILE DOZENS OF FOOD VENDORS MADE SURE NO ONE WALKED AROUND HUNGRY.



JIM SIMPSON'S GORGEOUS '56 CHEVY BOASTS A ZZ572 CRATE MOTOR PUMPING OUT 620 HP. THE TANGELO PEARL BEAUTY IS EQUIPPED WITH A MATCHING OSTRICH INTERIOR.



DISPLAYED ON THE INFILDA AT THE DAYTONA INTERNATIONAL SPEEDWAY, MORE THAN 1,200 VEHICLES ENJOYED THIS YEAR'S SHOW.





THIS SILVER AND RED CHEVROLET STEP SIDE ROLLED IN ALL THE WAY FROM CANANDAIGUA, NY. MARK AND DAWN CASE OWN IT.



ARRIVING FROM STATESVILLE, NC, THE BARE METAL '52 CHEVY OF LARRY JONES HAD A MATCHING BARE METAL PARTS HAULER.



A MEMBER OF POOR BOYS STREET RODS IN PORT ORANGE, FL, ROGER CAIN DISPLAYED HIS BRIGHT RED '51 FORD COMPLETE WITH MATCHING RED LEATHER INTERIOR, OAK BED AND TILT FRONT END.



UNDER THE FLAMING HOT, TILT FRONT END OF THIS CHOPPED '53 FORD 1/2-TON RESIDES A 350/350 CHEVY POWER TRAIN.



THE EVENT DRAWS A WIDE VARIETY OF VEHICLES LIKE THIS LIFTED BLACK CHEVY, COMPLETE WITH POWDER-COATED SUSPENSION COMPONENTS AND LED LIGHT BAR.



AL FOX FROM DAYTONA BUILT THIS RADICAL '52 GMC CAB OVER, COMPLETE WITH A MID-MOUNTED, 468 BIG-BLOCK CHEVY, CAMARO FRONT CLIP AND CUSTOM REAR CHASSIS. THE SCULPTURED FARING IN THE BACK IS ALL STEEL, AND THE TRUCK IS EQUIPPED WITH SIDE-MOUNT, 38-GALLON GAS TANKS.



BRINGING BACK MEMORIES, THIS COOL CUSTOM FORD ECONOLINE VAN HAD ALL OF THE RIGHT STUFF, INCLUDING FLAMES, CLASSIC RIMS, SMOOTH BUMPER-LESS FRONT END AND BRIGHT RED ROOF CONTRASTING WITH THE BLACK BODY.



ALTHOUGH THE SPEEDS DIDN'T REACH NASCAR LEVELS, THE SMILES WERE ESSENTIALLY THE SAME.



LOTS OF UNUSUAL WORK WAS ACCOMPLISHED WITH THIS CHEVROLET COE, COMPLETE WITH EXTENDED SLEEPER CAB AND MODERN PICKUP BED.



BRONCOS ARE ALWAYS COOL, BUT THIS '68 TOOK IT TO THE NEXT LEVEL, COMPLETE WITH A MUSTANG 5.0 V-8 UNDER THE HOOD, CORVETTE SIDE PIPES AND A HARLEY COLOR SCHEME.



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Shawn Wanted a Ranger Just Like his Brother's, but Better

TEXT BY **KEVIN WHIPPS**
PHOTOS BY **KEVIN AGUILAR**



PEOPLE WHO GREW UP WITHOUT SIBLINGS JUST DON'T GET IT; COMPETITION IS BRED BETWEEN KIDS WHO GROW UP IN THE SAME FAMILY. Whether it's seeing who can run the fastest or just who can get done with dinner quicker, siblings are always trying to one-up each other, and that's kind of what happened with Shawn Lenderman and his brother Chad.

Chad owned a '95 Ford Ranger that was 'bagged and body-dropped on 22-inch wheels. That's no easy feat for sure, and the truck got a lot of attention, but Shawn wanted something similar that he could call his own. He wanted a truck that was close to Chad's in design, which was obviously pretty cool, but the opposite style.

The result is this '96 Ford Ranger, originally owned by an older man who put 70k



on the odometer before selling it to a custom shop in Ohio. Somewhere along the way, Shawn found the truck and started turning it into something that he could call his own.

Let's go through the laundry list of items done to this truck. It's 'bagged using Slam Specialties RE-7s, $\frac{3}{8}$ -inch lines and six SMC valves, and there's a 3-inch traditional body drop to set the thing down on the concrete.

YOU MIGHT NOT THINK THAT ANTIQUE WHITE WOULD WORK WELL WITH CHOCOLATE BROWN, BUT TAKE A LOOK AT A PINT OF GUINNESS, AND YOU'LL SEE WHERE SHAWN COULD'VE GOTTEN THE INSPIRATION.





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TRUCK SPECS

OWNERS

Shawn Lenderman
1996 Ford Ranger
Mamaduke, Arkansas
Twisted Reality

ENGINE

- Ford four cylinder
- Polished aluminum cold air intake
- Manual transmission

SUSPENSION

- Shop: Twisted Metals
- Ford rear end with 8.8 disc brake conversion and 3.73 gears
- Raised gas tank
- 3-inch body drop
- Ekstensive Metal Works 2-link
- Slam Specialties RE-7 'bags front and rear
- Six SMC valves
- DJM Dream Beam I-beams
- 3-inch Belltech spindles
- Stock front brakes

WHEELS & TIRES

- 15-inch 1949 Ford reproduction with light cashmere antique white finish
- Michelin 215/75R15

BODY & PAINT

- Shop: Twisted Metals
- 2000 Ford Ranger taillights and headlights
- 2000 Ford Edge hood and grille
- 2004 Ford Edge front bumper
- Shaved wiper cowl, antenna and emblems
- Raised bed floor
- Paint by Charlie Quatmann
- PPG Chocolate Brown with Gold and Silver pearl; light cashmere
- old-school pinstriping done by Sign Tech of Paragould, AR

INTERIOR

- Performed by: Kerry Wooldridge from NEA Seats
- Leather and tweed upholstery
- 2000 Chevrolet Cavalier seats
- Tweed headliner
- Leather inserts on dashboard
- Old school banjo steering wheel
- Air Ride Technologies gauges
- Airbag shift knob on a Hurst short throw shifter
- Two switches
- Stereo installed by: Brandon Wheeler from Hot Wired of Jonesboro, AR
- Pioneer AVH-X2600DVD double-DIN head unit
- Four-gauge Memphis wiring
- 6x9 Memphis door speakers, 4x6 Memphis rear quarter windows, 1-inch Memphis tweeters hidden in the dash
- Four 10-inch Memphis Power Reference subwoofers in custom-built enclosure
- 1,000-watt Audiopipe mono amplifier
- Red top Optima battery located under the bed
- Dynamat sound deadener

SPECIAL THANKS FROM THE OWNER: "I need to give a shout-out to my brother Chad Lenderman, my wife June Lenderman and the whole Twisted Reality crew for all the good times building and showing all of our work over the years."



While his brother's truck rode on 22s, Shawn wanted an old-school look, so he opted instead for 15-inch 1949 Ford reproduction wheels with fat tires and whitewalls; this means that even though he's still laying rocker like a champ, he's doing it in a classic way.

On the outside, it's all about that chocolate and antique white combo. The body, which includes a 2000 Ford Ranger front clip, is 100% brown, broken up by hot rod pinstriping on the hood and tailgate. The bed and the area under the hood are covered in antique white, and between the two colors, you've got a killer combo head-turner.

Slide into the inside of the truck, and it's that same tan combo. This time, there's more black than brown, but again, it's all in the pursuit of the old-school look. There's a billet

IT'S NOT EASY TO TUCK LUG, BUT SHAWN'S RANGER MANAGES

Hurst shifter on the floor, leather seats and even some embroidery on the back. The only modern accents are the touchscreen head unit and sub box in the extra cab, which, let's face it, are mandatory for minis.

Whether or not Chad or Shawn is the winner in this sibling rivalry is up for debate. We haven't seen Chad's truck, but we do know that if it's anything like Shawn's clean ride, it's got to be spectacular. Ultimately, it doesn't matter who the real winner is; if it's anyone, it's both of them. **ST**



THE HOT ROD PINSTRIPING ON THE HOOD WAS EXPERTLY APPLIED BY SIGN TECH OF PARAGOULD, AR.



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AFTER

Ford Facelift

2007 SUPER DUTY FRONT-END SWAP WITH LED LIGHTS CAN REVAMP AGING FORDS

Ford used basically the same cab from 1999 all the way to the current model Super Duty. This makes it fairly easy to swap a newer front end onto older models. With a new truck costing \$50K and up, it just makes so much more sense to take an older truck and make it new again. A front-end conversion is one of the easiest and cheapest things you can do to an early Super Duty to freshen it up.

We've known this was possible for some time, but the problem comes when you're going to order a kit. What parts do you need exactly? MKM Customs has solved this problem. MKM Customs makes this swap a piece of cake by offering all of the many parts needed to get the job done in one kit. We got ours from Sinister Diesel. We also picked up a set of LED replacement headlight bulbs from Off-Road LED Bars to give the rig a much needed upgrade in the lighting department. With new parts in hand, we headed to Pick-Up Parts in Mission Viejo, California, for the installation. **ST**

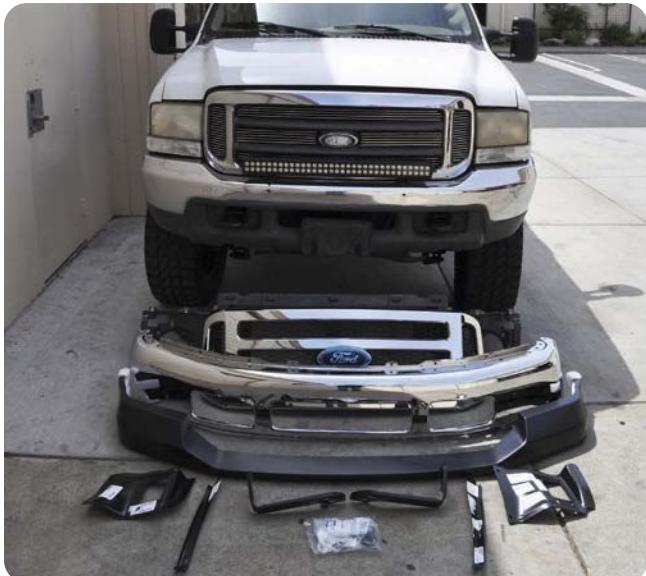


BEFORE

SOURCES

- **Sinister Diesel/**
MKM Customs
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Sinisterdiesel.com
- **Off-Road LED Bars**
920.366.8662
Offroadledbars.com
- **Pick-Up Parts of**
Mission Viejo
949.290.3345
Pickuppartsmv.com

► THE PARTS



01 MKM Customs' 2007 Full Front End Conversion Kit arrived at Pick-Up Parts in one big box. Inside was everything we needed to get the job done.

► REMOVING THE OLD EQUIPMENT



02 After disconnecting the lower splash shield and block heater plug, the four 18mm bolts securing the bumper to the frame were pulled and the bumper could be removed.



03 The grille is secured to the header panel using four screws on top and a pair of clips on the bottom. With the bumper out of the way, it's much easier to remove these clips using a flat-head screwdriver or other small pry bar.



04 With the grille and bumper out of the way, the turn signals need to be removed to access the bolts that secure the header panel (the part that the grille, headlights and turn signals mount to) to the radiator core support. The small, 194-style bulb and plug need to be disconnected from the harness; a bulb and new plug comes with the MKM Customs kit. The larger 3157 bulb and plug will be reused in the new 2005-07-style headlights.



05 Removal of the header panel can be done without removing the headlights, just be sure to disconnect the electrical connections on the headlights themselves. Use a combo wrench on two bolts; the others can be removed with an air ratchet.



06 After all 10 8mm bolts were removed, the header panel simply lifts off the front end.



07 At this point, all of the old parts were pulled off so the new MKM Customs parts from Sinister Diesel can be installed.

► ADDING THE NEW PARTS



08 This trick is a bit controversial but worth a mention. Just inside the driver's side headlight behind the grille is the intake for the engine. It's blocked off by the header panel; this was most likely done by Ford for multiple reasons: to stop water and other debris from entering the engine and also to better direct air across the radiator, intercooler, trans cooler, etc. Cutting the header panel here will allow more cold air into the intake; just remember you may be trading a positive for a negative. This truck has never once had an overheating issue, and doesn't see any deep water, so we deemed it worth the risk and cut out an opening in the header panel.



09 The MKM Customs header panel simply bolts into place using the same hardware that secured the factory-installed piece. The only exception to that is two new mounting brackets on either side of the radiator stack. MKM Customs supplies new ones. These are also bolt-on pieces.



10 The new bumper comes unassembled, as some may prefer to paint the top cap rather than leave it in its raw, black finish. All of the necessary brackets come with the kit as well.



11 However, most of the stock hardware must be reused. MKM Customs supplies any extra hardware needed that you won't find on your factory bumper.



12 After breaking down the stock bumper and swapping out the hardware, we had the core of the new bumper done in 10 minutes.



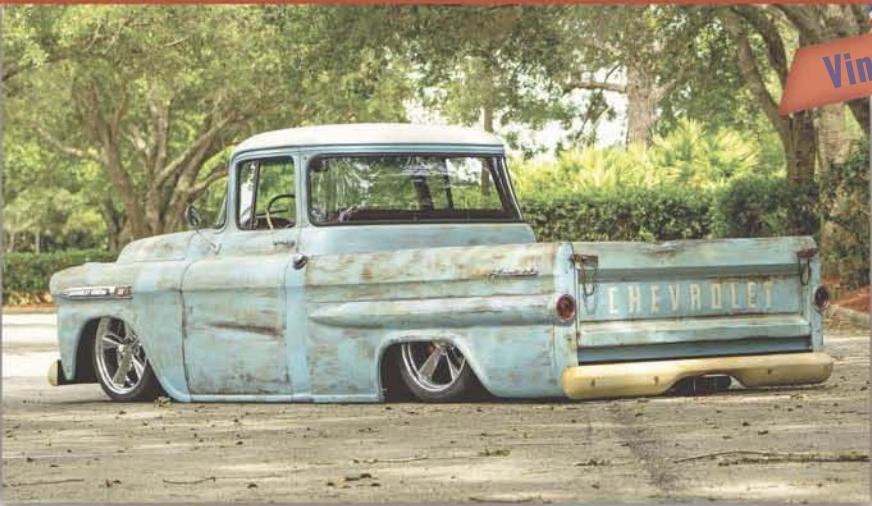
13 The top cap installs using a series of one-way clips (a light tap from a dead blow hammer or rubber mallet helps to seat them) as well as with a few $\frac{1}{4}$ -inch bolts at either end of the bumper.



14 All put together, the new bumper was hung from the frame using the same mounting points and hardware used with the factory piece. We left it loose for now so it could be aligned with the headlights and grille.



15 The new 2005-07 grille installs just like the factory piece did using steel clips on the bottom and four Phillips screws up top. We find it easier to align the base without actually engaging the clips, and then lightly attach the top with the supplied screws. Once it's hanging there by the top screws, the base can then be pushed back toward the radiator to lock the clips in place, and then the top screws can be tightened down.



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► LED LIGHTS



16 Next up are the new headlights, which bolt right in. The old turn signals and running light bulbs are 3157 and 194 models with the smaller of the two being the 194. The 3157 bulbs plug right in. The old bulb and plug fit in the new housing. The old 194 plug, however, will not work. We simply unplugged the harness there and plugged it into the new one on the new headlight housing.

17 Early model Super Dutys use a 9007 bulb, 2005-07 trucks use an H13-style bulb, so the electrical connection is different. The MKM Customs 2005-07 Conversion Kit came with bare pigtail, which entails cutting off the old plug and splicing in the new. It's an extremely simple job that would only take a few minutes, but we just happened to have a 9007-H13 adapter left over from a prior installation, so we opted to use it instead.

18 One of the main reasons we did this whole conversion was to be able to upgrade our headlight bulbs to something more modern like this LED unit from Off-Road LED Bars. While this LED bulb would work in the older headlight, the newer version directs the light better to avoid blinding other drivers. It's an easy plug-and-play job. No diodes, relays or special wire harness were involved. Old bulb out, new LED bulb in.

► OLD VS. NEW

19 Old headlight housing vs. new: the old ones did a somewhat primitive job of directing the light. Plus, they had faded to the point where they were barely shedding any light on the road at all. The new units from MKM Customs look better, and they'll do a much better job lighting up the road ahead.



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Brown



Recluse

One Killer Truck for Show and Street

TEXT BY SAUL VARGAS
PHOTOS BY KEVIN AGUILAR





THE BROWN RECLUSE SPIDER IS DEADLY WHEN IT NEEDS TO BE, AND SO IS THIS '72 CHEVY C-10. With an aggressive stance, it can be intimidating on the show circuit, and with its supercharger, it can be a killer on the strip. We asked 29-year-old Mike Garcia of Edinburg, Texas, owner of the formidable C-10, why he built the truck, and his answer was simple, "...to honor my late father's memory. He was a truck enthusiast and what better way to honor his memory than to build a truck he always wanted to restore."

After searching for months, Mike finally found something that he could work with. Once he got the truck home he set it aside for awhile so that he could save up some cash and figure out a game plan. He wanted to build a truck that would make his father proud.

The suspension and drivetrain were the first areas he tackled. The modified and shortened rearend received a custom suspension that included a 4-link and wishbone. With big wheels planned for the build, Mike knew that he had to add reliable stopping power, so he included a set of Wilwood brakes. The front suspension was outfitted with A-arms set up for airbags and a set of Mcgaughy's drop spindles.

The engine and engine compartment were next on the to-do list. In order to keep the firewall smooth and to allow the LS engine to shine, he had the the firewall completely shaved, including the brake booster; this was done by using a 7-inch brake booster and hidden bracket by Scott's Hotrods. The 600-hp supercharged LS engine was cooled with a BeCool radiator and fan combo. A 4-inch MagnaFlow exhaust system lets the engine breathe. Airbrushed LS2 covers dress up the engine.

Once the engine and suspension were taken care of, Mike moved on to the body.

ABOVE.
CUSTOM
ENGRAVING
WAS ADDED
TO THE
COLORADO
CUSTOM
WHEELS.

TOP RIGHT.
DAKOTA
DIGITAL
GAUGES KEEP
THE TRUCK
MODERN,
WHILE THE
COLORADO
CUSTOMS
STEERING
WHEEL GIVES
A CLASSY
TOUCH TO THE
INTERIOR.

Street Time Customs modified the stock hood by eliminating the front line. The crew narrowed the front and rear bumpers to complement the body, and one-piece, electric windows were incorporated into the truck doors. The door



handles were updated with sunken in Corvette handles, which make the doors look smooth when viewed from the correct angle. The bed was molded smooth, and a bridge tunnel was added to cover the 22-inch Colorado Custom wheels. Body lines were also added near the doors. The interior, including the roof, was redone with sheet metal. Dakota Digital gauges were incorporated into the dash, and a double-DIN head unit was molded into the metal dash. With all of the metal work complete, the truck was ready for paint, so Street Time Customs sprayed PPG Porsche Cognac two-stage paint.

Mike wanted the interior to serve as a focal point for



SIX HUNDRED HORSEPOWER TO THE WHEELS GETS THIS BAD BOY MOVING.

TRUCK SPECS

OWNER

Mike Garcia
1972 Chevrolet C-10
Edinburg, Texas
Ground Zero

ENGINE

- GM Performance LS V-8 with Corvette covers
- F.A.S.T. 102mm Big Mouth throttle body
- BeCool aluminum radiator and electric fans
- ProCharger supercharger with engraved tubing
- Pace Setter headers
- 4-inch dual exhaust with MagnaFlow mufflers
- Rebuilt 4L60E transmission
- 2,800-stall torque converter
- Two-piece driveshaft
- Custom aluminum gas tank

SUSPENSION

- Shop: Eddie's Chop Shop
- McGaughey's drop spindles
- Modified control arms
- Airbags
- Rear 4-link with wishbone
- Narrowed 12-bolt rearend with 3.73:1 gears
- Wilwood disc brakes
- 7-inch brake booster with Scott's Hotrods under-dash mount
- Chrome air tanks with AVS mounting brackets

WHEELS & TIRES

- 22-inch Colorado Customs Copper Mountain billet wheels with engraved by Kustom Engraving by Bobby Flores
- Cooper 275/30R22 and 295/35R22 tires

BODY & PAINT

- Performed by: Alfredo Castillo of Street Time Customs
- PPG Porsche Cognac two-stage paint
- Stock hood with shaved front line and Porterbuilt hinges
- Narrowed front and rear bumpers
- One-piece electric windows
- Shaved front inner fenders and firewall
- Shaved mirrors, drip rail and cab seam
- Corvette door handles
- Fiberglass tonneau cover
- Shaved bed with notch cover

INTERIOR

- Shop: Julio's Upholstery
- Electric bucket seats covered in King Ranch leather
- Custom door panels
- Dakota Digital gauges
- Colorado Customs steering wheel
- Lokar pedals
- Pioneer double-DIN head unit
- DB Drive speakers in kick panels and door pods
- Kicker Solo X subwoofer in custom center console
- PowerAcoustik amplifier
- Dynamat sound deadening material
- Two Optima yellow top batteries

SPECIAL THANKS FROM THE OWNER: "I want to give special thanks to my family who supported me throughout the build, especially my wife, who understood the purpose of the build. My GroundZero family, who talked me out of selling my truck when it got too frustrating to finish. They helped me understand that not everything comes easy. To my buddy Heriberto Rodriguez, who was there from the very beginning of it all. Alfredo Castillo and all his guys who worked endless hours to give the truck the mirror finish. Bobby Flores, who laid some wicked engraving on the wheels and pipes. Alfonso and Julio, for the sick interior they accomplished. The guys over at Eagle Racing, and finally Jorge Cantu (chicken) who helped the truck come to life."



**“IN A NUTSHELL,
THIS TRUCK WAS
PUT TOGETHER
WITH ALL OF THE BELLS
AND WHISTLES FROM
AN AGGRESSIVE
PERFORMANCE
PACKAGE TO AN
ELEGANT EXTERIOR
THAT DRAWS
ENOUGH ATTENTION
WHEN IT MUST.”**

this tribute to his dad, so he had Julio's Upholstery build a custom console to house the Kicker woofer. Two Fosgate amplifiers power the DB Drive components in the custom kick panels and doors. Two captain's chairs covered in King Ranch leather were added, and the overall interior was two-toned with engraved accents scattered throughout.

In a nutshell, this truck was put together with all of the bells and whistles from an aggressive performance package to an elegant exterior that draws enough attention when it must. This made for a perfect tribute to honor Mike's father's memory that couldn't have been accomplished without the support of his friends and family. **ST**



THE CUSTOM GAS TANK AND AIR TANK WERE SET UP IN THE SMOOTHED BED.



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Let it Breathe

CGS PERFORMANCE PRODUCTS CAT-BACK EXHAUST FOR BETTER FLOW



We are back to work on our '15 GMC Sierra build. In our last installment, we visited Magnuson Superchargers and installed one of its new supercharger setups. This time we visited CGS Performance Products in Chino, California for a high-flow cat-back exhaust system. The addition of the new cat-back exhaust will definitely help increase the power of our already 400-plus-rwhp GMC Sierra.

Breathing is a key ingredient to higher performing engines, and breathing out is just as important as breathing in. We have the breathing in part taken care of in the form of forced induction via the Magnuson supercharger, now we will focus on the breathing out part.

CGS Performance Products has come out with a system designed specifically for the 2014-15 Sierra and Silverado. The cat-back performance exhaust system is designed to bolt on with minimal tools and can be done by the average do-it-yourself garage guy. CGS uses a fully welded, high-flow,

stainless steel muffler for optimal performance and sound. The kit came with 3-inch, mandrel-bent, seamless, aluminized tubing that will allow for the exhaust to flow freely without restrictions. The exhaust exits in the factory location through a new polished stainless steel exhaust tip. CGS backs its exhaust systems with a lifetime warranty and the kit is also 50-state legal. Follow along as we walk you through the steps involved in installing the cat-back performance exhaust system from CGS Performance Products. **ST**

►GETTING STARTED



01 The first order of business when installing any exhaust system is to elevate the vehicle to make it easier to work on. In our case, we were able to go directly to CGS where there are several lifts. Once up in the air, we were able to see the stock exhaust on this '14 GMC Sierra. The exhaust runs down the passenger's side of the vehicle.



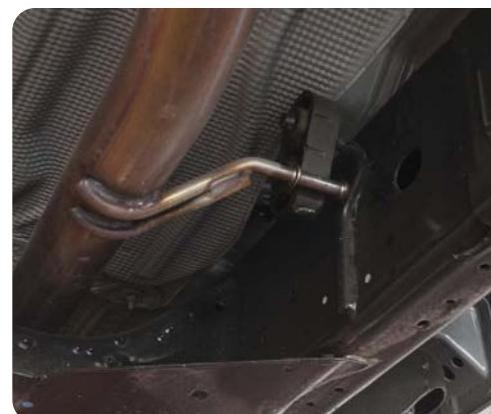
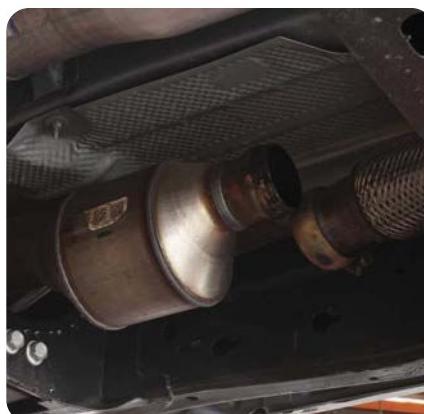
03 Here's the factory GM muffler. This is one of two mufflers found under the truck. The second one is right behind the axle. We started the disassembly of the factory exhaust by supporting the large and heavy factory muffler with an adjustable stand.



04 In order to make removal easier, the factory exhaust tubing was cut directly after the muffler. It isn't 100% necessary to do this, but it sure is easier than fishing the entire exhaust out of the truck.



05 With the exhaust now in two pieces, the rear portion is fed up and over the axle after removing the exhaust hangers. This photo shows the rear muffler. You could imagine how much more work it would have been to get the exhaust out when having to get this muffler in between the axle and the underside of the bed.



06 Moving towards the front of the truck, we loosened the clamp that secures the center section of the exhaust to the front part of the factory exhaust that we will leave in the truck. The clamp was removed and the exhaust was almost ready to be pulled out of the truck for good.

07 One final hanger was removed with the help of some spray lubricant and the cat-back portion of the factory exhaust was completely removed.

➤ OLD VS. NEW



08 We set the exhaust off to the side and snapped a photo so you could have a good look at the factory exhaust system. The factory design includes smaller diameter tubing and two restrictive mufflers.



09 Since we were laying out the factory exhaust, we figured we should lay out the new CGS exhaust for a comparison. The CGS muffler is much smaller overall, but it has a larger inlet and outlet. The aluminized 3-inch tubing is noticeably larger than the stock tubing as well; this allows for a much less restrictive exhaust. Not only does the CGS system flow much better, but the polished stainless steel muffler and tip make the system look much nicer than the stock setup.

➤ INSTALLING THE KIT



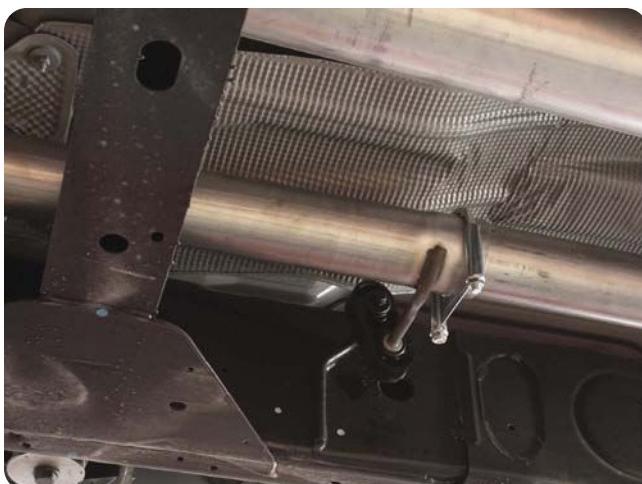
10 Installing the new system was just as easy as removing the old system. We basically reversed the order to install the new CGS exhaust. We began at the front of the vehicle, where the factory clamp was reused to secure the 3-inch-diameter tubing to the factory tubing.



11 Welded to the new tubing are mounts that use the factory hangers; they simply slide into the factory hangers with the help of some spray lube.



12 Next, the tube that makes up the difference in length with the new shorter CGS muffler is installed. An exhaust clamp secures the joint. The clamp is installed but left loose for now.



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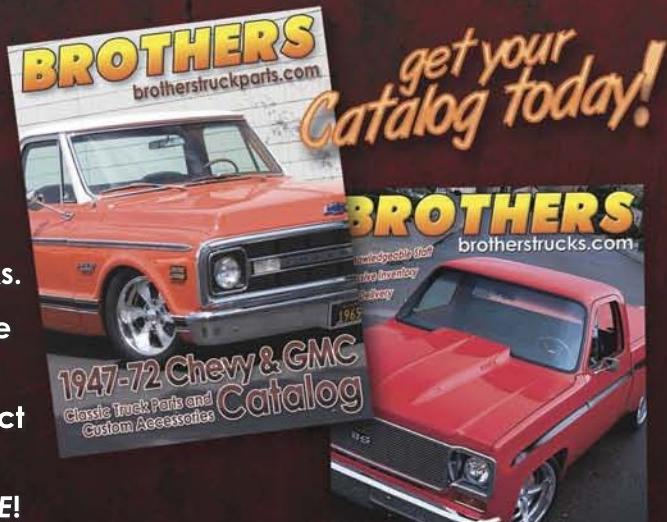
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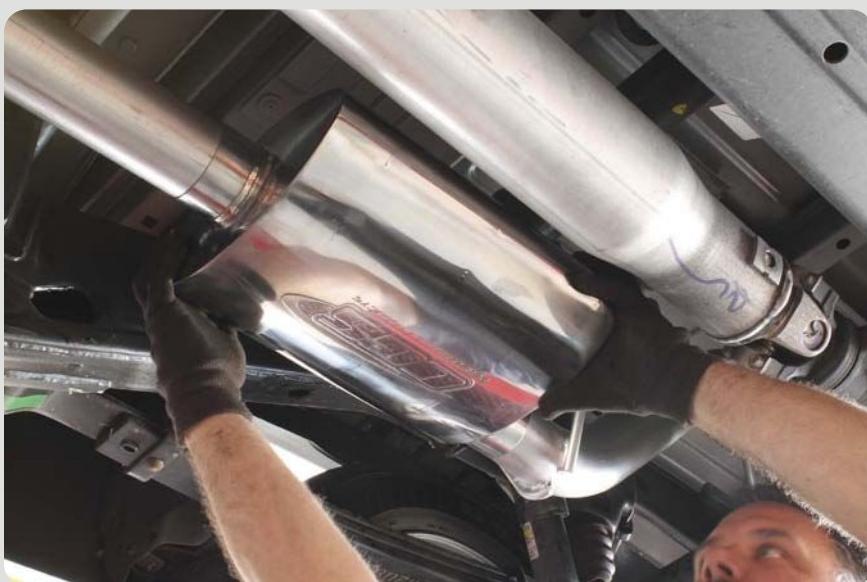




13 Moving towards the rear of the vehicle, the tailpipe was installed. Again, this piece of tubing follows the factory path very closely. It also uses the factory hangers.



14 The final hanger is located behind the axle where the tailpipe exits the vehicle.



15 Rounding out the pieces of the new exhaust is the heart of the system, the CGS muffler. Since we left the clamps installed loosely, the rubber hangers allowed us to move the front and rear exhaust tubes around enough to slide the muffler onto the new tubing.



16 With the majority of the new system installed, all of the new clamps could now be tightened with an air ratchet.



17 Although not entirely necessary, we decided to tack weld the system's joints; this is just extra insurance that our new system will remain in place for the life of the vehicle.

► JUST THE TIP



18 The last piece of our cat-back kit from CGS is the polished, stainless steel exhaust tip. Installing the tip was as easy as sliding it over the new tailpipe and clamping it in place with the provided hardware.



19 There you have it, the finished exhaust system. Not only does the new system look great, it sounds great as well! CGS advertises gains up to 30 hp and 30 ft-lbs of torque with its cat-back systems. Although we didn't do a dyno run to get the exact numbers after the installation, rest assured that the "seat dyno" told us that there was definitely some added power.

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EPISODE 144

Fabrication is the cornerstone of the custom truck world. "Fabricate This" brings the minds of fabricators to the pages of your favorite magazine. Our goal is to publish as many pertinent questions and answers as possible. If you have a question, send it in and we will do our best to answer it.

'Rado Rear

I know you're busy people, but I'm really hoping you can help me out with a question about a build you guys did on a crew cab Colorado. How much did you need to narrow the rearend and frame rails for wheel clearance? Thank you for your time, and thank you in advance.

—Joseph Hernandez

Well the two short answers are "10.8 inches" and "because that's what fit," but don't you just wanna know more, Joe? Would you really go out in the garage and start chopping up your axle because someone gave you a measurement? I know I'd be super nervous about spending all of the time and money building around someone's particular number. We get questions like this a lot, and honestly I'm pretty cautious about handing out the measurements of how much we narrowed an axle. I'll gladly help, don't get me wrong there, but it's one of those things you'll probably want to strategize for yourself. Better to teach a man how to fish than to hand him one, right?



To figure out how much to narrow an axle, we'll start with the actual wheels and tires going on the truck or with the closest thing we can find similar to that wheel/tire. It helps to at least use the same wheel diameter for mockup, even if the backspacing is different. You can always add or subtract the difference of the two back spacings if you have a reference. If the bed is getting cut out and tubbed, then you'll want to have that roughly out of the way so you can set up the wheels and tires under there (with no axle at this point). You can bolt the axle shafts to the two wheels and then clamp them inside a piece of angle iron. This lets you adjust the length in and out to determine what fits best inside your bed sides. As an alternate method, even



without cutting the bed, you can measure where the axle will stop when the suspension is at its furthest compression, and using straight edges across the top of the bed you can find those points on the outside skin of the bed as shown in the picture (left). It's possible to get an estimate of where the tires will clear the insides of the bed sides this way.

If you're not using your actual wheel and tire to mock up, you'll want to consider differences in wheel diameter, wheel width and especially tire size. The shape of the "bubble" of the tire can significantly change the amount an axle needs to be narrowed. You don't want to end up with the tires rubbing the insides of your bed, nor do you want to end up with it drastically over-narrowed so that it looks "sucked in" too much compared to the front. A good plan is to do your homework and figure out what will work best for your particular situation.

Now then, as far as clearance from the inside of the wheels to the frame, I would say a general rule of thumb for most straight-axle suspensions is 1-inch clearance minimum, 1.5 inches as okay, and 2 inches or more is best. Bear in mind that the axle doesn't just



travel up and down. It spends most of its time in some sort of articulation one way or the other. On the side that compresses, this movement causes the top of the wheel to lean over and rub the frame, especially around C-notch areas for trucks that have them. So it's best to keep some room here if possible, to avoid contact.

If you get advice from folks that have done similar jobs just make sure you're comparing apples to apples. One missed dimension like wheel width, tire size, etc. could mean a world of hurt if you get as far as reassembling your new suspension and narrowed axle only to find you've got big problems. It's best to do your own figuring and compare those numbers to what you've been told to see how they stack up. Measuring is half the work in a job like this, so don't cut yourself short and later on be the guy who wishes he would've spent more time with it.

THANKS FOR READING, SEE YOU NEXT MONTH.

To submit a question for the "Fabricate This" column for either Bob Grant or Eric Saliba, please email Fabthis@streettrucksmag.com, or contact them directly via Grantkustoms.com for Bob, or Friendlychopshop.com for Eric. Stay tuned next month and keep the sparks flying!



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PROSPORT
PERFORMANCE



Trailblazer on the West

Had another builder not dropped his ride a few years prior, RJ Swanson, 28, could have claimed the first body-dropped Trailblazer in the country, so today he'll have to settle with the complimentary title of "First oART DIRECTOR: Eugene Pineda in the West." (His predecessor lives on the East Coast.) Nonetheless, RJ built a ride worthy of winning contests, and along the way he picked up a story worth sharing, too.

When RJ initially decided to modify his '03 Chevy Trailblazer it was simply a plan for him to spend more time with his brother. However, through the process, not only did he strengthen his existing family bonds, he met his wife and found a family in Perfect Poise, one of the largest custom car and truck clubs in Arizona.

The most visually striking feature RJ implemented on his Chevy Trailblazer, of course, was the 3.5-inch body drop performed by Tre5 Customs. To support the drop, Airlift 2600 front air springs and Firestone F9000 sleeve-style rear air springs were added along with custom front drop spindles and dual Viair 444 on board air compressors. To complement the chill feel of the auto, RJ decided to shave the roof rack, smoke the taillights and insert a black billet grille. After slapping on 06-09 LT front and rear bumpers, RJ's auto began to show its character. Now the First in the West rolls into car shows on 22-inch Lexani R6 wheels and Nexxen Roadial HP tires, with just enough glitter to possibly steal first place. *Photos by Will Freeman.*

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Ready to Roar

Bill Engleby is only 75 years old; so, naturally, he has plenty of energy to tackle difficult, new build projects. That's exactly what he's done with his '92 Chevy ½-ton, which he's owned since he purchased it stock.

Coated in American Red with a Beltech 4/6 drop kit, custom grille and headlights, Engleby's Chevy looks spiffy and strong at a glance. It's just as impressive under the hood: a 350-ci motor sits in the middle like a roaring lion, surrounded by shiny platinum Gibson headers and 3-inch exhaust. Because of its age, the truck will soon be considered a classic, but thanks to Engleby, it will be a classic in pretty decent shape.



"Because of its age, the truck will soon be considered a classic, but thanks to Engleby, it will be a classic in pretty decent shape."

Subtle and Smoked

Los Angeles is hot. After all, it's a city built in a desert. Which is why it was a smart move for Sergio Salinas Jr. to coat his '02 Ram crew cab with 5% tint all around. As any auto build enthusiast would understand, modifying is as essential to survival as it is to style.

Nonetheless, Salinas' new 24-inch SRT 10 Replicas on a 2/4.5 drop aren't as much for blocking sunshine as they are for glitz and gaining raw power from the 5.9L engine. Complete with headlights with black housings and HID lights, the Daytona Silver paint job offset by the original SRT 10 hood makes his truck an ideal ride to take on the burning streets of L.A.—and look cool while doing it.



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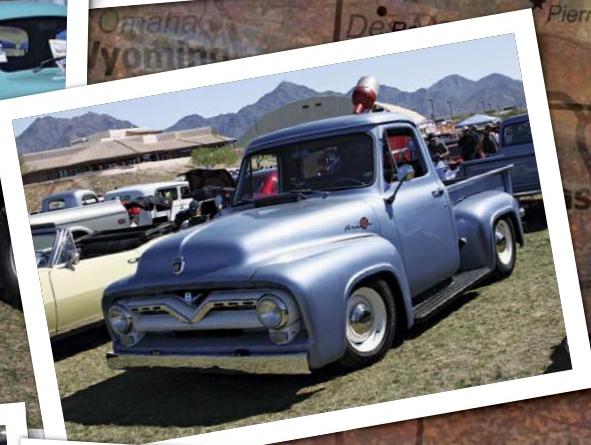
MARK YOUR CALENDARS AND GET TO CLEANING

JUNE

JUNE 27

CLACKAMAS, OR—RELAXIN' AT THE ROCK—
At Rooster Rock State Park. Check out Facebook.com/relaxinattherock for more info.

Oregon



JULY

JULY 18

**SAN LUIS OBISPO, CA—24TH ANNUAL
“COOLER” TRUCK SHOW**—At Trinity Hall at Old Edna. Call 805.904.6092 or log on to Central-coast-aths.org, for details.

JULY 18

ANTIOCH, CA—SUMMER FEST—At the Contra Costa Fairgrounds from 10 a.m. to 4 p.m. More than 100 trophies awarded, six Champ Belts, dyno challenge, limbo challenge and more. Check out Facebook.com/showstopcc for more info.

AUGUST

AUGUST 15

WOODSTOWN, NJ—LOW ROLLERS 19TH ANNUAL END OF SUMMER BASH—At Salem County Fairgrounds, 735 Harding Highway. For more info, email Framelyn@aol.com.

SEPTEMBER

SEPTEMBER 11-13

RIVERSIDE, MO—16TH ANNUAL MIDWEST ALL TRUCK NATIONALS—At EH Young Park; more than 250 trucks of all makes and models. Log on to Facebook.com/alltrucknats. **ART DIRECTOR:** Eugene Pineda

SEPTEMBER 18-9

WISCONSIN DELLS, WI—DASH TO THE DELLS 26—At the Great Wolf Lodge & Resort. Show 'n' shine, prizes, kids games, valve cover races and more. For more info, call Mike Connor 608.274.6257 after 6 p.m. on weekdays or email mikeconnor@charter.net.



OCTOBER

OCTOBER 16-18

JENNINGS, LA—LAST RESORT—At the Louisiana Oil & Gas Park. For more info, log on to Lastresortshow.com.

OCTOBER 24-25

CORPUS CHRISTI, TX—2015 CORPUS CHRISTI HEAT WAVE—At the American Bank Center. Burnout contest, live music, tattoo expo and more. Log on to Heatwaveshow.com for details.

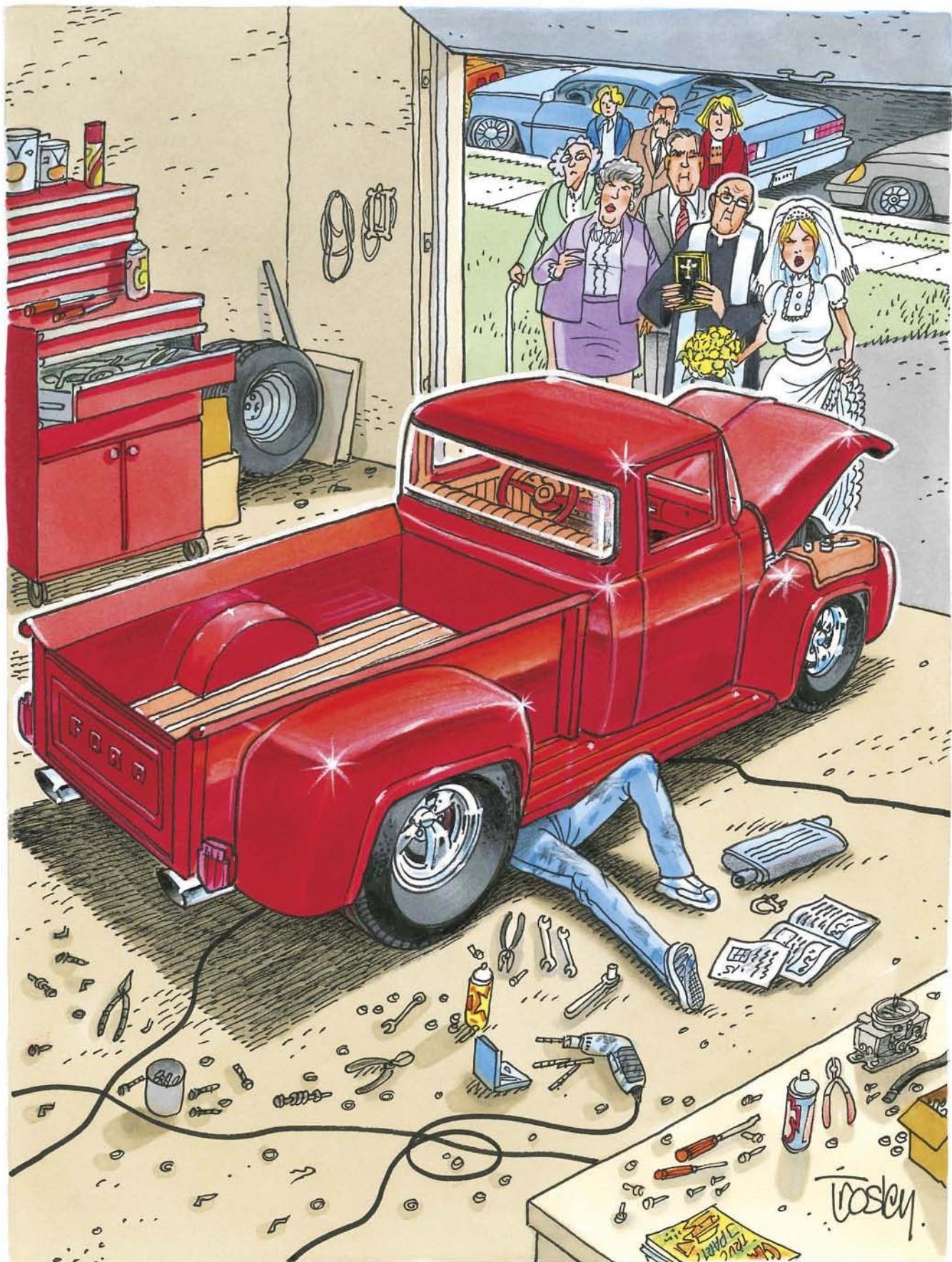
OCTOBER 30-31

PLYMOUTH, CA—SCRAPE AND SCARE 2015—At the Amador County Fairgrounds. For more info, log on to Facebook.com/Scrapeandscare.



If you'd like to have your truck event appear in the pages of *Street Trucks Magazine*, send your information at least four months prior to the event to:

STREETTRUCKS
Attn: Michelle Salcedo
Msalcedo@beckett.com



"COULD YOU REPEAT THAT... I HAVE TROUBLE CONCENTRATING ON ANYTHING BUT MY TRUCK."

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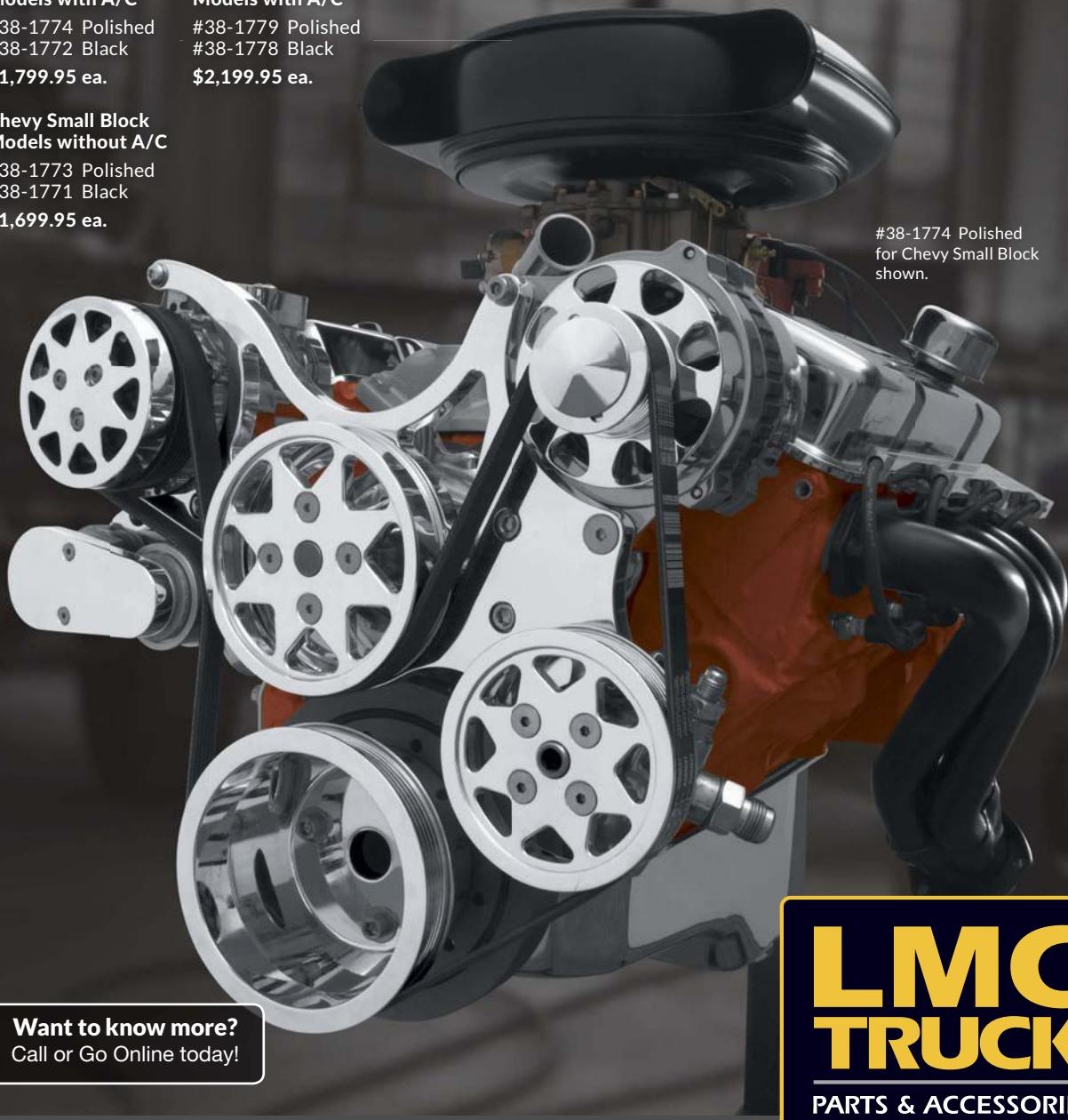
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